

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: April 13, 2005 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM  
State Administrative Board Meeting: April 19, 2005 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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#### SUBCONTRACTS

- |    |   |                   |                  |
|----|---|-------------------|------------------|
| 1. | <b>Albrecht Sand &amp; Gravel<br/>3790 West Sanilac Road<br/>Snover, MI 48472</b> | <b>HMA Paving</b> | <b>\$131,496</b> |
|----|---|-------------------|------------------|

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for hot mix asphalt (HMA) resurfacing and shoulder gravel restoration on M-19 for three miles from Burnsline Road to Peck Road, Sanilac County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for bituminous resurfacing and shoulder gravel restoration on M-19 from Burnsline Road to Peck Road in Sanilac County.

**Benefit:** The pavement at this location is deteriorating. The subcontract will provide for safer highways for travelers and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surface in this area is deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for travelers.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48472.

2.      **Saginaw Asphalt Paving Co.**                      **HMA Paving**                      **\$349,679.34**  
          **2981 Carrollton Road**  
          **Saginaw, MI 48724**

Approval is requested to authorize the Huron County Road Commission to award a subcontract for hot mix asphalt (HMA) resurfacing and shoulder gravel restoration on M-19 from the north village limits of Ubyl northwesterly six miles to M-142, Huron County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for bituminous resurfacing and shoulder gravel restoration on M-19 from the north village limits of Ubyl northwesterly six miles to M-142, Huron County.

**Benefit:** The pavement at this location is deteriorating. The subcontract will provide for safer highways for travelers and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surface in this area is deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for travelers.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48724.

3.      **Albrecht Sand & Gravel**                      **HMA Paving**                      **\$84,666**  
          **3790 West Sanilac Road**  
          **Snover, MI 48472**

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for hot mix asphalt (HMA) resurfacing and shoulder gravel restoration for two miles on M-46 from Wheeler Road to M-19, Sanilac County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for bituminous resurfacing and shoulder gravel restoration on M-46 from Wheeler Road to M-19 in Sanilac County.

**Benefit:** The pavement at this location is deteriorating. The subcontract will provide for safer highways for travelers and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surface in this area is deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for travelers.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48472.

4.      **National Industrial Maintenance      Catch Basin Cleaning      \$62,300**  
         **4400 Stecker**  
         **Dearborn, MI 48126**

Approval is requested to authorize the Jackson County Road Commission to award a subcontract for catch basin cleaning along state trunklines in Jackson County. The work will include the flushing of catch basins and the vacuuming of water and debris from the basins. The project was advertised, and one bid was received and accepted. The subcontract will be in effect from the date of award through April 1, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the flushing of approximately 700 catch basins and the vacuuming of water and debris from the basins along state trunklines in Jackson County.

**Benefit:** The work is required to allow proper drainage along the roads. The subcontract will provide for safer highways for travelers and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** If this work is not performed, MDOT will encounter higher maintenance costs for cleaning out underground tiles and road flooding.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48126.

5.      **National Industrial Maintenance      Street Sweeping      \$38,603.50**  
         **4400 Stecker**  
         **Dearborn, MI 48126**

Approval is requested to authorize the Jackson County Road Commission to award a one-year subcontract for street sweeping along state trunklines and debris disposal for Jackson County. The subcontract includes the option of two additional one-year extensions based on the original contract price. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through April 1, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for street sweeping and debris disposal for Jackson County.

**Benefit:** Proper drainage and clean roadways throughout Jackson County.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This subcontract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** If this work is not performed, MDOT will encounter higher maintenance costs for cleaning out underground tiles and road flooding.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48126.

## CONTRACTS

6. HIGHWAYS (Real Estate) – Resolution “A” (Relinquishment of Easement)  
Tract 632, Control Section 09101, Parcel 181E, Part A

The subject tract is located in the township of Williams, Bay County, Michigan, and contains approximately 0.60 acres. Tract easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Nicolaos Rapanos, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The property was not offered to the local municipalities prior to be offered to the public, because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

\$500

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Release of highway easements and release of revisionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If excess property is not relinquished, the amount of state revenue will not be reduced.

**Cost Reduction:** The state does not accept less than the approved processing fee.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48611.

7. HIGHWAYS (Real Estate) – Resolution “B” (Direct Sale to Abutting Owner)  
Tract 626, Control Section 63103, Parcel 1413, Part A, Parcel 1417, Part A

The subject tract is located in the township of Royal Oak, Oakland County, Michigan, and contains approximately 3,869 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land, and there is one abutting owner. The tract was appraised by Glenn McKennon, Metro Region Staff Appraiser, on February 2, 2005, at \$1,000. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 23, 2005, for the amount of \$1,000. The sole abutting owner, Allen Aulph, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$200, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$1,000

**Purpose/Business Case:** The purpose of excess property sales or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will not be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A

**New Project Identification:** N/A.

**Zip Code:** 48030.

8. HIGHWAYS (Real Estate) – Resolution “C” (Direct Sale to Abutting Owner)

Tract 617, Control Section 63192, Parcel 1859, Part A, Parcel 1861, Part A, Parcel 1862, Part A

The subject tract is located in the township of Commerce, Oakland County, Michigan, and contains approximately 1.68 acres. The tract is landlocked, and there is one abutting owner. The tract was appraised by Glenn McKennon, Metro Region Staff Appraiser, on February 23, 2005, at \$12,000. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 23, 2005, for the amount of \$12,000. The sole abutting owner, Thomas Antoun, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$2,400, which represents a 20 percent bid deposit. The property was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$12,000

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will not be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A

**New Project Identification:** N/A.

**Zip Code:** 48030.

9. HIGHWAYS (Real Estate) – Resolution “D” (Transfer to Government Agency for Transportation Use)

Tract 798, Control Section 41064, Parcel 327, Part B, Parcel 328, Part A, Parcel 334, Part B, Parcel 337, Part A, Parcel 338, Part B

The subject tract is located in the township of Cascade, Kent County, Michigan, and contains approximately 4.31 acres. Before the appraisal of the subject tract was completed, the Kent County Road Commission indicated that this property was needed for a county road. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The Kent County Road Commission, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A

**Selection:** N/A

**New Project Identification:** N/A.

**Zip Code:** 49504.

10. HIGHWAYS (Real Estate) – Resolution “E” (Transfer to Government Agency for Transportation Use)

Tract 799, Control Section 41064, Parcel 332, Part A, Parcel 333 Part A, Parcel 335, Part A, Parcel 336, Part A, Parcel 344, Part A, Parcel 345, Part A

The subject tract is located in the township of Cascade, Kent County, Michigan, and contains approximately 7.31 acres. Before the appraisal of the subject tract was completed, the Kent County Road Commission indicated that this property was needed for a county road. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to the Michigan Department of Transportation. The Kent County Road Commission, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - Revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A

**Selection:** N/A

**New Project Identification:** N/A.

**Zip Code:** 49504.

11. HIGHWAYS (Real Estate) – Resolution “F” (Transfer to Government Agency for Transportation Use)

Tract 800, Control Section 41064, Parcel 335, Part B, Parcel 337, Part C, Parcel 339, Part A, Parcel 340, Part A

The subject tract is located in the township of Cascade, Kent County, Michigan, and contains approximately 8.38 acres. Before the appraisal of the subject tract was completed, the Kent County Road Commission indicated that this property was needed for a county road. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The Kent County Road Commission, a public body corporate, submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A

**Selection:** N/A

**New Project Identification:** N/A.

**Zip Code:** 49504.

12. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1046) between MDOT and CN/Wisconsin Central, Ltd., dated July 5, 1994, will provide for improvements under job number 81265 to a crossing of CN/Wisconsin Central, Ltd., at US-2/US-41, city of Gladstone, Delta County. The improvements include crossing surface reconstruction.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$95,000.00</u>
Total Funds	<u>\$95,000.00</u>

STR 21022 - 81265

Railroad Force Account Work



**Purpose/Business Case:** To rebuild existing crossing surface in conjunction with roadway reconstruction.

**Benefit:** Smoother crossing surface.

**Funding Source:** Federal Highway Administrative Funds.

**Commitment Level:** 100% federal; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle loss of control due to a smoother crossing surface.

**Cost Reduction:** Improvements are on railroad property and CN/Wisconsin Central, Ltd., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Existing railroad crossing.

**Zip Code:** 49837.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0671/A1) between MDOT and Soil and Materials Engineers, Inc., will extend the contract term by approximately three months to provide the consultant with sufficient time to complete services issued under authorization (Z35). (See following item.) The additional time is needed so the consultant can finalize the as-needed quality assurance inspection and testing services for the Bay Region 2004 construction season. The original contract provides for hot mix asphalt quality assurance inspection and testing services to be performed for the Bay Region 2004 construction season. No new authorizations will be issued under this contract. The revised contract term will be April 24, 2002, through July 24, 2005. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the contract term by three months at no additional cost to provide the consultant with additional time needed to complete services under authorization (Z35). No new authorizations will be issued under this contract. Any other time extensions to authorizations issued under this IDS contract will be submitted separately to the State Administrative Board (SAB) for approval.

**Benefit:** This amendment will provide time for the consultant to finish work on authorization (Z35) and other authorizations (with separate SAB approvals), as needed.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

14. HIGHWAYS - IDS Construction Services

Authorization Revision (Z35/R1) under Contract (2001-0671) between MDOT and Soil and Materials Engineers, Inc., will extend the authorization term by three months to provide sufficient time for the consultant to complete the hot mix asphalt quality assurance inspection and testing services for the Bay Region 2004 construction season. The original authorization provides for the performance of as-needed hot mix asphalt quality assurance inspection and testing services for the Bay Region 2004 construction season. The revised authorization term will be February 19, 2004, through July 24, 2005. The authorization amount remains unchanged at \$571,220.20. The contract term will be April 24, 2002, through July 24, 2005. (See previous item.) Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To extend the authorization term by three months at no additional cost to provide the consultant with additional time needed to complete the as-needed construction engineering services.

**Benefit:** This revision will provide time for the consultant to provide the necessary services to ensure that the construction or reconstruction projects meet current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to conduct final quality assurance inspection and testing in a timely and efficient manner, which could result in the loss of federal funding for this entire project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original contract.

**Zip Code:** 48601.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0214/A2) between MDOT and Capital Consultants, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the work under authorization (Z14), for which extra time is needed to provide for additional design services. The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 29, 2002, through April 29, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide sufficient time for the consultant to complete an ongoing project.

**Benefit:** The amendment will provide time for the consultant to finish work on authorization (Z14) and other authorizations (with separate State Administrative Board approvals), as needed.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The current expiration date of the authorization may cause services to end prematurely, creating a support problem with the project.

**Cost Reduction:** There is no cost associated with this request.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 49242.

16. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z14/R3) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will provide for the performance of additional services, will increase the authorization amount by \$44,602.08, and will extend the authorization term by three months to provide sufficient time for the consultant to complete the additional services. The additional services will include performing an additional survey, attending review meetings, and making site visits due to changes on M-99 from Steamburg Road to Bacon Street in the city of Hillsdale, Hillsdale County (CS 30041 – JN 75210C). The additional services are required to provide needed information to MDOT's Real Estate Division. The original authorization provides for the undertaking of all work related to the design of a reconstruction project for the addition of a center left-turn lane and drainage improvements on M-50 at the M-124 intersection. The revised authorization term will be September 2, 2003, through April 29, 2006. The revised authorization amount will be \$199,316.87. The contract term will be January 29, 2002, through April 29, 2006. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional services, increase the authorization amount by \$44,602.08, and extend the authorization term by three months to provide sufficient time for the consultant to complete the additional services. The additional services include performing an additional survey, attending review meetings, and making site visits due to changes on M-99 from Steamburg Road to Bacon Street in the city of Hillsdale, Hillsdale County (CS 30041 – JN 75210C). The additional services are required to provide needed information to MDOT's Real Estate Division.

**Benefit:** This project will contribute to the preservation of the M-99 corridor in accordance with the University Region's strategy for improving the existing system. By managing our portion of the network, as well as meeting the specific preservation strategies, the Region will strive to meet the statewide condition goal.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this revision is that the consultant will not be able to complete the design work. Rushing the project through the design completion process will result in reduced quality and an incomplete product due to the limited time remaining.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 49242.

17. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z15/R2) under Contract (2003-0079) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the authorization amount by \$39,120.68. The additional services will include the performance of an environmental technical study, including draft and final reports on above-ground historic resources along US-12 from Centerville Road (M-66) east to the city of Sturgis, St. Joseph County, and the provision of context sensitive design information for the project. The original authorization provides for design services to be performed for US-12 from Centerville Road (M-66) to east of the city limits of the city of Sturgis, St. Joseph County (CS 78022 – JN 50786C). The authorization term remains unchanged, August 6, 2003, through November 21, 2005. The revised authorization amount will be \$262,490.38. The contract term is November 21, 2002, through November 21, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services to be performed for the conduct of a survey and evaluation (an environmental technical study), including draft and final reports of above-ground historic resources along US-12 from Centerville Road (M-66) east to the city of Sturgis, St. Joseph County, and the provision of context sensitive design information for this project

**Benefit:** Will ensure that this project will not impact above-ground cultural resources and will ensure the continuation and delivery of the five-year plan. Will also show our local agency customers that MDOT is interested in the best possible and most context sensitive design.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Federal funding may be reduced without the completion of the five-year plan. If the additional services are not completed, the project may cause damage to historic properties.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49091.

18. \*HIGHWAYS - IDS Maximum Amount Increase

Amendatory Contract (2003-0191/A1) between MDOT and Alfred Benesch & Company will increase the maximum amount of the indefinite delivery of services (IDS) contract by \$1,000,000 to allow authorizations under the contract to be individually increased. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised maximum contract amount will be \$5,000,000. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To allow ongoing projects authorized under this IDS contract to be considered for additional amount increases when conditions warrant. Any such authorization revisions will be individually approved by the State Administrative Board under applicable rules. No new authorizations will be issued under this contract. The cumulative amount of all authorizations and revisions issued under this IDS contract now approaches the current maximum contract amount of \$4 million.

**Benefit:** Will allow the amounts of authorizations issued under this IDS contract to be increased, as needed, pending State Administrative Board approval.

**Funding Source:** Federal, state, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the amendment is not approved, the consultant will not be able to complete work under any authorizations that require corresponding amount increases.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49544.

19. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z3/R2) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services and will increase the authorization amount by \$90,118.03. The additional services will include the design of a loop ramp and associated acceleration lane for southbound Walker Avenue to eastbound I-96 at the Walker Avenue interchange, the design of the realignment of the eastbound on-ramp and associated acceleration lane, the design of the realignment of the eastbound off-ramp at the Walker Avenue interchange, traffic signal improvements, signage upgrades, and pavement marking at the Walker Avenue interchange. The original authorization provides for the design of I-96 from east of 16<sup>th</sup> Avenue east to east of Bristol Avenue in Wright and Tallmadge Townships and the city of Walker, Ottawa and Kent Counties (CS 41026 – JN 53377C). The authorization term remains unchanged, February 20, 2004, through April 10, 2006. The revised authorization amount will be \$943,075.64. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services and to increase the authorization amount by \$90,118.03. The additional services will include the design of a loop ramp and associated acceleration lane for southbound Walker Avenue to eastbound I-96 at the Walker Avenue interchange, the design of the realignment of the eastbound on-ramp and associated acceleration lane, the design of the realignment of the eastbound off-ramp at the Walker Avenue interchange, traffic signal improvements, signage upgrades, and pavement marking at the Walker Avenue interchange. The consultant will be responsible for preparing pavement marking plans for all work on Walker Avenue, including work under JN 79074D for Walker Avenue structure (S02 of 41026), which it will coordinate with the work under this authorization.

**Benefit:** Will provide for a better flow of traffic and reduced traffic back-ups and user delays at the Walker Avenue interchange. This revision will provide for safety improvements.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this project is not approved, traffic flow at this interchange will continue to deteriorate and cause increased user delays. The addition of a free flow loop ramp from southbound Walker Avenue to eastbound I-96, along with the realignment of eastbound off and on ramps and traffic signal improvements/additions, will improve the flow of traffic and reduce traffic back-ups and user delay at this interchange.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49544.

20. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z8/R1) under Contract (2003-0265) between MDOT and Moore & Bruggink, Inc., will provide for the performance of additional full construction engineering services on M-21 (old) between the I-196 business loop (BL) and Black Creek, Ottawa County, and will increase the authorization amount by \$51,426.72 (CS 70823 – JN 80010A). The additional services will ensure proper construction of indirect turns, cold milling and resurfacing, concrete pavement repairs, crack and joint sealing, restoration, signing, and pavement marking work. The original authorization provides for full construction engineering services to be performed for the M-21 (old) project in the area of the Grand Rapids Transportation Service Center (TSC). The authorization term remains unchanged, March 16, 2005, through May 7, 2006. The revised authorization amount will be \$102,853.44. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional full construction engineering services on M-21 (old) between the I-196 business loop (BL) and Black Creek, Ottawa County, and to increase the authorization amount by \$51,426.72 (CS 70823 – JN 80010A). The additional services will ensure proper construction of indirect turns, cold milling and resurfacing, concrete pavement repairs, crack and joint sealing, restoration, signing, and pavement marking work.

**Benefit:** Will provide for adequate inspection and testing, in accordance with federal requirements, and will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving the additional construction services is that the construction of M-21 (old) in the Grand Rapids TSC will not have adequate inspection and testing, which could result in substandard work and possible loss of federal funding.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49464.

21. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z4/R2) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for the performance of additional services for the removal and replacement of signs on the Mackinac Bridge and will increase the authorization amount by \$10,965.46. The original authorization provides for the upgrade and rehabilitation of 57 miles of freeway signing on I-75 in Mackinac and Chippewa Counties (CSs various – JN 78735C). The authorization term remains unchanged, April 15, 2004, through September 3, 2006. The revised authorization amount will be \$274,101.47. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for the performance of additional services for the removal and replacement of signs on the Mackinac Bridge and to increase the authorization amount by \$10,965.46. The signs are losing reflectivity and present a driving hazard. The original authorization provides for the upgrade and rehabilitation of 57 miles of freeway signing on I-75 in Mackinac and Chippewa Counties.

**Benefit:** Signage will be replaced with properly reflective signage, increasing driver safety.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this revision is that the signs will not be included in the upgrade and will remain a safety hazard.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for the original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49781.

22. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z23) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for as-needed inspection and testing services to be performed for the area of the Kalamazoo Transportation Service Center (TSC) (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$162,932.15. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for as needed inspection and testing services to be performed for the area of the Kalamazoo TSC (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is rehabilitation of existing roadways.

**Zip Code:** 49001.

23. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z1/R2) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for additional design services to be performed on westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24<sup>th</sup> Street, Van Buren County, and will increase the authorization amount by \$78,240.67. This project is being revised from an inlay design to a reconstruction design. The original authorization provides for the design of concrete pavement inlay on I-94, including eastbound I-94 from 1.2 miles east of M-40 easterly 6.0 miles to 0.6 miles east of the Kalamazoo County line in Kalamazoo and Van Buren Counties (CS 80024 - JN 53350C). The authorization term remains unchanged, October 17, 2003, through September 3, 2006. The revised authorization amount will be \$728,652.82. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide for additional design services to be performed on westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24<sup>th</sup> Street, Van Buren County, and will increase the authorization amount by \$78,240.67. This project is being revised from an inlay design to a reconstruction design.

**Benefit:** An increased pavement service life.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The existing pavement is severely faulted and has a poor ride quality. Without this revision, the consultant may not be able to meet the schedule for the 2006 construction season.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for the original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49079.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2004-0122) between MDOT and Otwell, Mawby, Geotechnical, PC, will provide for as-needed inspection and testing services to be performed for road construction and/or bridge construction within the area of the Traverse City Transportation Service Center (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. This authorization will be in effect from the date of award through February 19, 2007. The authorization amount will be \$300,256.12. The contract term is February 19, 2004, through February 19, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for as-needed inspection and testing services to be performed for road construction and/or bridge construction within the area of the Traverse City Transportation Service Center (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide inspection and testing engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The loss of federal participation on this and subsequent highway construction projects.



**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** These projects are for rehabilitation of existing roadways.

**Zip Code:** 49684.

25. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2004-0137/A1) between MDOT and CH2M Hill Michigan, Inc., will provide for the performance of additional design, survey, and coordination services; will increase the contract amount by \$389,623.85; and will extend the contract term by six months. The additional services will provide for the design work necessary to incorporate an additional section of pavement repair work, provide survey data for four additional bridges, and provide coordination for the incorporation of a separately designed bridge project currently being designed by the City of Southfield into this project. The original contract provides for the design of M-10 from Lahser Road to Beck Road and of I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County. The revised contract term will be March 10, 2004, through July 1, 2006. The revised total contract amount will be \$2,370,257.45. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

**Purpose/Business Case:** This amendment will provide for additional design, survey and coordination services; will increase the contract amount by \$389,623.85; and will extend the contract term by six months. The additional services will provide for the design work necessary to incorporate an additional section of pavement repair work, provide survey data for four additional bridges, and provide coordination for the incorporation of a separately designed bridge project currently being designed by the City of Southfield into this project. The original contract provides for the design of M-10 from Lahser Road to Beck Road and of I-696 from US-24 (Telegraph Road) to Franklin Road in the city of Southfield, Oakland County.

**Benefit:** Will improve the pavement ride, condition, and roadway safety of the roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.

**Funding Source:** 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Act 51) Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** This project is being closely coordinated with the adjacent bridge project currently being designed by the City of Southfield. The additional design, survey, and coordination work are essential to aid in that effort. Failure to include this work would result in MDOT changes or additions to the design of this project not being included in the final design. This could result in change orders during construction, higher unit prices, schedule delays, and increased supervision during construction. Failure to extend the contract would result in the expiration date of the contract not being in alignment with the separately designed adjacent project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48034.

26. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z18) under Contract (2004-0174) between MDOT and Wade-Trim, Inc., will provide for as-needed inspection and testing services to be performed for road construction and/or bridge construction within the area of the Traverse City Transportation Service Center (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$167,710.05. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for as-needed inspection and testing services to be performed for road construction and/or bridge construction within the area of the Traverse City Transportation Service Center (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records.

**Benefit:** Will provide for the performance of inspection and testing engineering services that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** These projects are rehabilitation of existing roadways.

**Zip Code:** 49684.

27. HIGHWAYS – IDS Construction Engineering Services

Authorization (21) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for full construction engineering services to be performed for the cold-milling, hot mix asphalt (HMA) resurfacing, replacement of four bridge culverts, drainage and intersection improvements, and guardrail improvements for 13.4 miles of M-21 from the Pewamo city limits to the St. Johns city limits in Clinton County (CS 19061 – JN 46023A, 53263A, and 72729A). The work items include project administration, inspection, staking, quantity control testing and reporting, measurement, computation, reporting, and finaling. The authorization term is March 16, 2005, through July 14, 2007. The authorization amount is \$572,774.91. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This authorization was previously approved at the March 15, 2005, State Administrative Board meeting with an authorization amount of \$734,173.14 and a greater scope of services. This authorization will now include only the cold-milling, hot mix asphalt (HMA) resurfacing, replacement of four bridge culverts, drainage and intersection improvements, and guardrail improvements for 13.4 miles of M-21 from the Pewamo city limits to the St. Johns city limits in Clinton County (CS 19061 – JN 46023A, 53263A, and 72729A). The cold-milling, HMA resurfacing, minor widening, drainage improvements, and guardrail upgrading for 2.6 miles of M-21 from Gould Street to Sylvia Drive in Shiawassee County (CS 76062 – JN 75612A) and the placement of 8.8 miles of paver placed surface seal on M-21 from Sylvia Drive to M-13 in Shiawassee County (CS 76062 – JN 79739A) previously included under this authorization have been placed on different authorizations (Z27 and Z28).

**Purpose/Business Case:** Will provide for full construction engineering services to be performed for the cold-milling, hot mix asphalt (HMA) resurfacing, replacement of four bridges/culverts, drainage and intersection improvements, and guardrail upgrading for 13.4 miles of M-21 from the Pewamo city limits to the St. Johns city limits in Clinton County (CS 19061 - JN 46023A, 53263A, and 72729A). The cold-milling, HMA resurfacing, minor widenings, drainage improvements, and guardrail upgrading for 2.6 miles of M-21 from Gould Street to Sylvia Drive in Shiawassee County (CS 76062 - JN 75612A) and the placement of 8.8 miles of paver placed surface seal on M-21 from Sylvia Drive to M-13 in Shiawassee County (CS 76062 - JN 79739A) previously submitted under this authorization have been placed on separate authorizations (Z27) and (Z28). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** Will provide for the full construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is reconstruction of an existing roadway.

**Zip Code:** 48879.

## 28. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z27) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for full construction engineering services to be performed for the cold-milling, hot mix asphalt (HMA) resurfacing, minor widening, drainage improvement, and guardrail upgrading work for 2.6 miles of M-21 from Gould Street to Sylvia Drive, Shiawassee County (CS 76062 - JN 75612A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$144,630.74. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the cold-milling, HMA resurfacing, minor widenings, drainage improvements, and guardrail upgrading for 2.6 miles of M-21 from Gould Street to Sylvia Drive in Shiawassee County (CS 76062 - JN 75612A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** Will provide for the full construction engineering services required to satisfy state and federal guidelines for construction oversight and administration of highway construction.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is for reconstruction of an existing roadway.

**Zip Code:** 48823.

29. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z8/R1) under Contract (2004-0435) between MDOT and Great Lakes Engineering Group, LLC, will provide for additional preliminary construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and the city of Monroe, Monroe County (CS 58151 - JN 76133A), and will increase the authorization amount by \$99,987.79. The additional services include survey layout, inspection of traffic control setup, and facilitation of abatement training. The original authorization provides for preliminary construction engineering services, including pavement patching, diamond grinding, and bridge repairs on southbound and northbound I-75 from the Ohio state line to Ready Road, Monroe County. The authorization term remains unchanged, March 7, 2005, through August 19, 2007. The revised authorization amount will be \$144,528.02. The contract term is August 19, 2004, through August 19, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional preliminary construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and the city of Monroe, Monroe County (CS 58151 - JN 76133A) and will increase the authorization amount by \$99,987.79. This revision includes survey layout, inspection of traffic control setup, and facilitation of abatement training.

**Benefit:** Will ensure that the project is built to MDOT and federal standards and that the safety of the motoring public is protected at all times. Preliminary work will ensure work zones are set up safely and correctly in compliance with MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Major construction problems could occur, which could result in substantial cost overruns, possible schedule delays, and compromised public safety.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48161.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Amendatory Contract (2004-5441) between MDOT and Kent County Road Commission will provide for participation in the following Transportation Enhancement improvements:

PART A

Additional depth of bituminous surfacing on Wilson Avenue in the vicinity of the interchange with Highway M-6 as requested by Kent County Road Commission.

PART B

Reconstruction and widening work on Byron Center Avenue from the northerly right-of-way line on 64<sup>th</sup> Street southerly approximately 149 meters; reconstruction and widening work on 64<sup>th</sup> Street from 140 meters west of Byron Center Avenue to 140 meters east of Byron Center Avenue; installation of a new 8-inch sanitary sewer along Byron Center Avenue from 134 meters south of 64<sup>th</sup> Street to 106 meters north of 64<sup>th</sup> Street and along 64<sup>th</sup> Street from 62 meters west of Byron Center Avenue to 135 meters east of Byron Center Avenue.

The purpose of this amendment is to revise the calculation of preliminary engineering costs to the County from prorated amounts (\$2,400 for Part A and \$49,100 for Part B) to actual documented costs (\$3,000 for Part A and \$28,400 for Part B). The estimated costs for the construction and construction engineering remain unchanged.

Estimated Funds:

PART A

	<u>Original</u>	<u>Amend</u>	<u>Total</u>
Federal Highway Administration Funds	\$ 0	\$ 0	\$ 0
State Restricted Trunkline Funds	\$ 0	\$ 0	\$ 0
Kent County Road Commission Funds	<u>\$28,500</u>	<u>\$600</u>	<u>\$29,100</u>
Total Funds	<u>\$28,500</u>	<u>\$600</u>	<u>\$29,100</u>

PART B

	<u>Original</u>	<u>Amend</u>	<u>Total</u>
Federal Highway Administration Funds	\$ 0	\$ 0	\$ 0
State Restricted Trunkline Funds	\$ 0	\$ 0	\$ 0
Kent County Road Commission Funds	<u>\$586,100</u>	<u>(\$20,700)</u>	<u>\$565,400</u>
Total Funds	<u>\$586,100</u>	<u>(\$20,700)</u>	<u>\$565,400</u>

NH 41064 – 33331 & 33332  
Amendment

**Purpose/Business Case:** To amend the original contract to change the calculation of preliminary engineering (PE) costs from prorated estimated costs to actual documented costs.

**Benefit:** Will provide a more equitable breakdown of PE costs.

**Funding Source:** 100% Kent County Road Commission Funds.

**Commitment Level:** 100% Kent County Road Commission Funds; based on estimate for construction and construction engineering and based on actual costs for PE.

**Risk Assessment:** With the amendment, Kent County will be charged the correct amount for PE work.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** N/A; low bid for original contract.  
**Selection:** N/A.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49315.

31. HIGHWAYS – IDS Design Engineering Services

Authorization (Z9) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for design engineering services (preventative maintenance) to be performed on 21 bridges in the University Region (JN 83434C) on I-94, M-156, M-34, US-223, M-50, US-23, M-59, I-96, M-14, US-27, M-52, and I-496 in Jackson, Lenawee, Livingston, Washtenaw, and Ingham Counties. The work items will include steel beam end repairs, diaphragm and stiffener replacements, bearing replacements, pin and hanger replacements, painting, substructure patching/repairs, deck joint replacements, and maintaining traffic. The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$600,000. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of capital preventative maintenance services on 21 bridges in the University Region to ensure that the structural integrity of each bridge is maintained for safe vehicular travel. The work items will include steel beam end repairs, diaphragm and stiffener replacements, bearing replacements, pin and hanger replacements, painting, substructure patching/repairs, deck joint replacements, and maintaining traffic.

**Benefit:** Will ensure safe vehicular travel over these bridges and increase each bridge's life.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If we do not undertake this project, the bridges will continue to deteriorate and may have to be replaced, which would result in much greater costs.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49201, 48116, and 48823.

32. HIGHWAYS – IDS Design Engineering Services

Authorization (Z1) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for design engineering services (preventative maintenance) to be performed on fourteen bridges in the Metro Region (JN 83435C) on M-53, I-96, I-94, I-75, M-59, and M-25 in Macomb, Oakland, and St. Clair Counties. The work items will include steel beam end repairs, bearing replacements, diaphragm and stiffener replacements, pin and hanger replacements, painting, substructure patching/repairs, deck joint replacements, and maintaining traffic. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$450,000. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of capital preventative maintenance services on fourteen bridges in the Metro Region to ensure that the structural integrity of each bridge is maintained for safe vehicular travel. The work items will include steel beam end repairs, bearing replacements, diaphragm and stiffener replacements, pin and hanger replacements, painting, substructure patching/repairs, deck joint replacements, and maintaining traffic.

**Benefit:** Will ensure safe vehicular travel over these bridges and increase each bridge's life.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If we do not undertake this project, the bridges will continue to deteriorate and may have to be replaced, which would result in much greater costs.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48060, 48310, and 48328.

33. \*HIGHWAYS - Construction Engineering Services

Contract (2005-0175) between MDOT and Tetra Tech MPS, will provide for full construction engineering services to be performed for the reconstruction of I-96 from I-75 to Vernor Highway in the city of Detroit, Wayne County (CS 82194, 82124 - JN 60077A, 60147A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. This contract will be in effect from the date of award through February 1, 2007. The contract amount will be \$1,107,626.91. Source of Funds: 80% Federal Highway Administration Funds, 17.78% State Restricted Trunkline Funds, and 2.22% City of Detroit Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the reconstruction of I-96 from I-75 to Vernor Highway in the city of Detroit, Wayne County. The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation.

**Benefit:** The benefits include adequate project administration and inspection and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds, 17.78% State Restricted Trunkline Funds, and 2.22% City of Detroit Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in possible sub-standard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48216.

34. HIGHWAYS - IDS Engineering Services

Contract (2005-0190) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

35. HIGHWAYS - IDS Engineering Services

Contract (2005-0194) between MDOT and Gove Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. \*HIGHWAYS - Design Consultant Services

Contract (2005-0208) between MDOT and HNTB Michigan, Inc., will provide for the performance of design and system management services for Intelligent Transportation System (ITS) equipment and for assistance in the development and deployment of a design/build project for three corridors in Metro Region (CSs 50111, 63022, 63400, and 77023 - JNs 83060C, 83057C, 77009C, and 59637C). The contract will be in effect from the date of award through December 31, 2007. The contract amount will be \$1,476,874.21. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** MDOT continues to lead the nation in transportation technology. The current ITS system needs to be maintained, and new facilities need to be incorporated to match population growth in highly congested areas. The funding source for this project requires that it be obligated within the 2005 fiscal year. In order to meet this requirement, MDOT had to set up the project so that the consultant will be responsible for scoping the project, refining locations of equipment, developing plans to 50 percent complete, providing necessary geotechnical information, providing necessary survey work, developing functional requirements, developing a final design/build bid package based on 50 percent complete plans, providing cost estimate for construction, performing reviews of design/build design, serving as MDOT representative (system manager) through the construction phase, and providing a final evaluation of the design/build contract from start to final completion. The design/build project will be let in September 2005 for construction in 2005 and 2006.

**Benefit:** The population of the Metro Region continues to grow, and the ITS network needs to follow that growth. The areas in which this equipment will be placed are currently voids in the system for traffic management capabilities. The traffic monitoring will provide reduced congestion, driver notification, and incident management and will aide the border crossing for the Blue Water Bridge.

**Funding:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The lack of a design/system management services for ITS equipment would cause MDOT to lose funding of approx \$8 million dollars. This funding will continue to work towards MDOT's ITS strategic plan.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.



37. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2005-5092) between MDOT and City of Ypsilanti will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Streetscaping work along Huron Street (Highway US-12 business route) from Ferris Street to Michigan Avenue and along Huron Street (Highway M-17) from Michigan Avenue to Pearl Street.

Estimated Funds:

Federal Highway Administration Funds	\$105,941
City of Ypsilanti Funds	<u>\$105,941</u>
Total Funds	<u>\$211,882</u>

STE 81081 – 80132; Washtenaw County  
Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Beautification of transportation system.

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Ypsilanti Funds.

**Commitment Level:** 50% federal up to \$105,941 and the balance by City of Ypsilanti; based on estimate.

**Risk Assessment:** Contract required in order for City to receive these federal funds.

**Cost Reduction:** Low bid.

**Selection:** Low bid.

**New Project Identification:** New beautification of existing roadway.

**Zip Code:** 48197.

38. HIGHWAYS-IDS Real Estate Title Services  
Contract (2005-0191) between MDOT and Pinnacle Title Agency, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

39. \*MACKINAC BRIDGE AUTHORITY – IDS Time Extension, Amount Increase

**Retroactive** Amendatory Contract (2002-0290/A1) between the Mackinac Bridge Authority (MBA) and Parsons Transportation Group, Inc., will extend the indefinite delivery of services (IDS) contract term by four months to provide sufficient time for the consultant to complete an ongoing project for which the additional time is needed and will increase the contract maximum amount by \$284,000. The corresponding services included inspection of the Mackinac Bridge's cable system, performance of an engineering review of the containment system proposed by the current painting contractor (for project M00199), and performance of a fracture critical member inspection for the bridge, which services have been completed, and the design of details for the repair of a damaged floor beam system, which service has not yet been completed. Although the IDS contract is still active, the amendment is retroactive because the MBA directed the consultant to perform services whose associated costs extended beyond the maximum dollar amount of the IDS contract without first seeking approval of the additional costs. The original contract provides for construction engineering services to be performed on an as needed/when needed basis. The revised contract term will be May 14, 2002, through September 13, 2005. The revised maximum contract amount will be \$684,000. Source of Funds: 100% Mackinac Bridge Authority Toll Funds.

**Purpose/Business Case:** This amendment will extend the indefinite delivery of services (IDS) contract term by four months to provide sufficient time for the consultant to complete an ongoing project for which the additional time is needed and will increase the contract maximum amount by \$284,000. The corresponding services included inspection of the Mackinac Bridge's cable system, performance of an engineering review of the containment system proposed by the current painting contractor (for project M00199), and performance of a fracture critical member inspection for the bridge, which services have been completed, and the design of details for the repair of a damaged floor beam system, which service has not yet been completed. The original contract provides for construction engineering services to be performed on an as needed/when needed basis.

**Benefit:** The amendment will allow authorizations issued under the IDS contract to be extended, pending State Administrative Board approval, and will allow the consultant to be reimbursed for three completed projects and one ongoing project performed at the direction of the MBA.

**Funding Source:** 100% Mackinac Bridge Authority Toll Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the amendment is not approved, the consultant will not be able to complete work on an ongoing project or to be reimbursed for three completed projects and one ongoing project performed at the direction of the MBA.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for the original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

40. MULTI-MODAL - Railroad Force Account Work

Authorization Revision (82075-82648-1) issued under the provisions of Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide for additional funding that is necessary to adequately fund the project. The original authorization amount of \$60,000 was based on a field estimate for the supplement of the existing active warning devices with new side-lights and three-quarter roadway gates at the CSX grade crossing of Van Born Road in Romulus, Michigan. CSX has now provided MDOT with a detailed estimate that includes a circuitry modification required to enable the ordered devices to function more efficiently, resulting in a proposed project authorization increase in the amount of \$125,038. The revised authorization amount will be \$185,038. Source of Funds: Federal Highway Administration Funds - \$148,030.40; FY 2005 State Restricted Trunkline Funds - \$37,007.60.

**Purpose/Business Case:** The amended authorization will provide adequate funding for the actual costs required for the installation of new side-lights,  $\frac{3}{4}$  roadway gates, and appropriate circuitry at the CSX grade crossing of Van Born Road in Romulus, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The amended authorization amount will allow the railroad to proceed with this important project to enhance motorist safety.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$148,030.40; FY2005 State Restricted Trunkline Funds - \$37,007.60.

**Commitment Level:** The amended authorization amount is based on CSX's detailed estimate and will be paid on a force account basis.

**Risk Assessment:** CSX will not likely undertake MDOT safety improvement projects without assurance that project estimate amounts have been fully reviewed and authorized.

**Cost Reduction:** The work will be performed by CSX on a force account basis. MDOT will inspect the final installation and reimburse only the actual costs incurred.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48174.

41. MULTI-MODAL - Section 5311 Capital Program

The following project authorization revisions issued against Master Agreements between MDOT and the following agencies will provide for the addition of line items and/or changes to existing line items. Each of the following agencies has had a change in priorities since its original authorizations were processed. These revisions will allow the agencies to direct the use of their monies to those items that now have been given a higher priority in order to maintain service/infrastructure. The original authorizations provide state matching funds for the agencies' FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grants. The authorization terms remain unchanged, September 14, 2004, through September 13, 2007. The total amount of the project authorizations remains unchanged at \$120,000. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$96,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$24,000.

<u>Agreement No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
2002-0012/Z16/R1	Bay Area Transportation Auth.	Bus	\$11,250
		Facility construction	\$37,500
2002-0047/Z7/R1	Huron County Bd. Of Comm.	Service truck	\$36,000
		Maintenance equipment	\$ 4,000
2002-0067/Z13/R1	Mecosta County Bd. Of Comm.	Computer and software	\$ 5,000
		Emergency generator	\$ 4,000
		Facility improvements	\$22,250

**Purpose/Business Case:** To provide for the addition and/or change of line items under the agencies' FY 2004 Federal Section 5311 Nonurbanized Area Formula Capital Program grants.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$96,000; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$24,000.

**Commitment Level:** Authorization revision amounts are based on cost estimates.

**Risk Assessment:** The risk of not awarding these revisions is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are revisions to existing projects.

**Zip Code:** 49684.

42. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0064) between MDOT and the Marquette County Transit Authority will add a line item for facility improvements and will move \$6,391 from the copier and revenue vehicles line items to the new line item. The agency's actual project costs for the original items were less than anticipated and, due to additional costs incurred during facility construction, the agency is requesting the addition of the facility improvements line item. The original contract provides state matching funds for the agency's FY 2003 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, November 25, 2003, through November 24, 2006. The total authorization amount remains unchanged at \$100,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$80,000; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$20,000.

**Purpose/Business Case:** To provide for the addition of a line item for facility improvements and to adjust funding between line items.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$80,000; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$20,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a revision to an existing project.

**Zip Code:** 49855.

43. MULTI-MODAL - Section 5311 Capital  
Project Authorization Revision (Z14/R1) under Master Agreement (2002-0064) between MDOT and the Marquette County Transit Authority will add a line item for facility improvements and will move \$4,543 from the revenue vehicles line item to the new line item. The agency's actual project costs for the original items were less than anticipated and, due to additional costs incurred during facility construction, the agency is requesting the addition of the facility improvements line item. The original contract provides state matching funds for the agency's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The authorization term remains unchanged, September 14, 2004, through September 13, 2007. The authorization amount remains unchanged at \$85,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$68,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$17,000.

**Purpose/Business Case:** To provide for the addition of a line item for facility improvements and to adjust funding between the line items.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$68,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$17,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a revision to an existing project.

**Zip Code:** 49855.

44. MULTI-MODAL - Change in Services  
Amendatory Contract (2004-0451/A1) between MDOT and Friendship Centers of Emmet County will add a line item for the purchase of communication equipment for transit vehicles. This additional line item is needed to upgrade the current equipment to be compatible with systems on newly ordered vehicles. The original contract provides state matching funds for the agency's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract term remains unchanged, September 7, 2004, through September 6, 2007. The contract amount remains unchanged at \$226,945. Source of Funds: Federal Transit Administration Funds - \$181,556; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$45,389.

**Purpose/Business Case:** To add a line item for communication equipment so that current equipment can be upgraded to be compatible with systems on newly ordered vehicles.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$181,556; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$45,389.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is that communication capabilities may be limited by old incompatible equipment.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49770.

45. \*MULTI-MODAL - Interagency Agreement

**Retroactive Contract (2005-0159)** between MDOT and the Michigan Department of Human Services (MDHS) will transfer \$693,479 of FY 2005 funds from MDHS to MDOT to fund transportation to work services. These programs are an instrumental component of Michigan's welfare reform efforts. The combined MDHS and Michigan Department of Labor and Economic Growth shares for the transportation services is up to 50 percent of agreed to operating costs. The contract will be in effect from October 1, 2004, through September 30, 2005. The contract amount is \$693,479. This contract is retroactive as we did not receive the contract documents from MDHS until March 2005. Source of Funds: MDHS Funds - \$693,479.

**Purpose/Business Case:** To provide MDHS FY 2005 funding of \$693,479 for transportation to work services.

**Benefit:** Will provide funds for projects to transport welfare recipients and low income individuals to and from employment, job training and child care.

**Funding Source:** Michigan Department of Human Services Funds - \$693,479.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this contract is that needed service to jobs will not be provided.

**Cost Reduction:** Pass through grant from MDHS; amount is not negotiated.

**Selection:** N/A.

**New Project Identification:** Provides for a continuation of services from previous years.

**Zip Code:** 48909.

46. \*MULTI-MODAL (Aeronautics) - Novate, Increase Scope and Amount

Amendatory Contract and Novation (2004-0163/A1) between MDOT, the Oakland County Board of Commissioners, and the County of Oakland will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change, will add the construction of an additional section of screen wall to the project, and will increase the contract amount by \$55,000. The original contract provides for the design and construction of a screen wall and for the purchase of an aircraft rescue fire fighting (ARFF) vehicle at the Oakland County International Airport in Pontiac, Michigan. The contract term remains unchanged, April 6, 2004, through April 5, 2024. The revised contract amount will be \$1,312,000. Source of Funds:

	<u>Previous</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,131,301	\$49,500	\$1,180,801
State Restricted Aeronautics Funds	\$ 62,849	\$ 2,750	\$ 65,599
Oakland County Funds	\$ 62,850	\$ 2,750	\$ 65,600
Total	<u>\$1,257,000</u>	<u>\$55,000</u>	<u>\$1,312,000</u>

**Purpose/Business Case:** To provide funding for an additional section of screen wall, which will act as a barrier between the airport and surrounding residents. The novation will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change.

**Benefit:** The screen wall will serve as noise protection for the residents surrounding the airport.

**Funding Source:** Federal Aviation Administration Funds - \$1,180,801; State Restricted Aeronautics Funds - \$65,599; Oakland County Funds - \$65,600; Total Contract - \$1,312,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the additional screen wall may not be constructed, as the local government cannot afford the cost without federal and state participation. In addition, the noise impacts on the surrounding community would continue to be a problem. An extensive formal study has confirmed that the noise generated from the airport is having a negative impact on nearby residents.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 48327.

47. \*MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2004-0247/A1) between MDOT and the City of Sault Ste. Marie will increase the contract amount by \$11,455 due to higher than anticipated costs of removing waste material from the construction site. The original contract provides for the design and construction of the site work for a corporate hangar area parking lot and apron and for a t-hangar drive and apron at the Sault Ste. Marie Muni-Sanderson Airport in Sault Ste. Marie, Michigan. The contract term remains unchanged, May 6, 2004, through May 5, 2024. The revised contract amount will be \$411,455. Source of Funds:

	<u>Previous</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$360,000	\$10,309	\$370,309
City of Sault Ste. Marie Funds	<u>\$ 40,000</u>	<u>\$ 1,146</u>	<u>\$ 41,146</u>
Total	<u>\$400,000</u>	<u>\$11,455</u>	<u>\$411,455</u>

**Purpose/Business Case:** To provide for an increase in funds for the removal of additional waste material from excavating activities during construction. A wetland delineation determined that the proposed on-site waste disposal area is a wetland and is not available as a disposal location. Consequently, the waste material had to be hauled off site.

**Benefit:** Will provide for the protection of the wetland area by providing for the removal of the waste material to an off-site location.

**Funding Source:** State Restricted Aeronautics Funds - \$370,309; City of Sault Ste. Marie Funds - \$41,146; Contract Total - \$411,455.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the site work cannot be completed.

**Cost Reduction:** Consultant contracts and bidding documents are reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 49783.

48. \*MULTI-MODAL - Michigan Rail Loan Assistance Program

Contract (2005-0139) between MDOT and Davis Cartage Company will provide for a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the rehabilitation of existing track, the construction of additional track, and the construction of a portion of a rail loading dock in Berrien County. This expansion will allow the Davis Cartage Company to deliver logistical services to its customers by transporting freight by both truck and rail at its Niles facility. The company will create six new full time jobs within the city of Niles; and it is anticipated that twelve to eighteen truck driving positions will be created within 100 miles of the facility. The contract term, including the loan payback period of ten years, will begin upon award and will extend until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount will be \$74,896. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$63,661; Davis Cartage Company Funds - \$11,235.

**Purpose/Business Case:** This contract will provide MiRLAP loan funding for the relocation of existing track, the construction of additional track, and the construction of a portion of a rail loading dock.

**Benefit:** By establishing rail service at Davis Cartage Company's Niles facility, the company can provide logistical services to its customers, who can benefit from the lower cost of shipping by rail and the ability to store product and to ship product out when it is needed by rail or by truck. Adding rail service will decrease long-haul truck traffic. The company will create six new full-time jobs in Niles and anticipates that additional business will create an additional twelve to eighteen truck driving positions within 100 miles of the facility. The company believes that the Niles location is well situated to draw business from the congested Chicago area into Michigan.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$63,661; Davis Cartage Company Funds - \$11,235.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$63,661.

**Risk Assessment:** If the project is not undertaken, it would result in the loss of an opportunity to develop a facility that accommodates both rail and truck transportation modes and provides warehousing capabilities. As such, it would result in the loss of economic growth and job creation to this area.

**Cost Reduction:** The contract provides loan funding under MiRLAP for rail infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48817.

49. MULTI-MODAL (Aeronautics) - Aircraft Rescue Fire Fighting Training

Contract (2005-0179) between MDOT and the Houghton County Board of Commissioners will provide state grant funds for Aircraft Rescue Fire Fighting (ARFF) Training at the Houghton County Memorial Airport in Hancock, Michigan. The contract will be in effect from the date of award through eighteen months. The estimated project amount is \$5,500. Source of Funds: State Restricted Aeronautics Funds - \$5,500.

**Purpose/Business Case:** MDOT owns a mobile ARFF training system that is used to train airport ARFF personnel. This training takes place at the different airports, which helps to reduce training costs. For airports with certain FAA operating licenses, this training must take place annually. The grants further help the airports to conduct this training.

**Benefit:** Increased skills in ARFF personnel at the airports, leading to increased public safety.

**Funding Source:** State Restricted Aeronautics Funds - \$5,500. Any additional funds needed for the training is the responsibility of the airport.

**Commitment Level:** The grant is fixed at \$5,500.

**Risk Assessment:** While some larger airports would conduct the training without the grant, many would not be able to fund the training.

**Cost Reduction:** This program has been in effect for more than six years. Cost savings are found through analysis of the training.

**Selection:** N/A.

**New Project Identification:** This is a new project under the ARFF Training Program.

**Zip Code:** 49913.



50. MULTI-MODAL (Aeronautics) - Runway Safety Area Improvements

Contract (2005-0192) between MDOT and the City of Battle Creek will provide state grant funds for the design of runway safety area (RSA) improvements at the W. K. Kellogg Airport in Battle Creek, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$19,000. Source of Funds: State Restricted Aeronautics Funds - \$17,100; City of Battle Creek Funds - \$1,900.

**Purpose/Business Case:** The project will conform to Federal Aviation Administration requirements to have a clear RSA for the approach end of runway 5. This will include the design of this improvement, which entails enclosing a roadside ditch and moving the existing fence outside the RSA.

**Benefit:** The improvements will enhance the safety of the airport.

**Funding Source:** State Restricted Aeronautics Funds - \$17,100; City of Battle Creek Funds - \$1,900; Contract Total - \$19,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49015.

51. MULTI-MODAL (Aeronautics) - Airport Awareness Project Air Service Program

Contract (2005-0196) between MDOT and the Alpena County Board of Commissioners will provide for a grant under the Air Service Program for the improvement of community awareness of available air service and airport facilities at the Alpena County Regional Airport in Alpena, Michigan. The contract will be in effect from the date of award through one year. The cost of the project is estimated at \$22,222. Source of Funds: State Restricted Aeronautics Funds - \$20,000; Alpena County Funds - \$2,222.

**Purpose/Business Case:** Airport Awareness projects seek to increase public awareness of community airports and available air passenger and air cargo services. Encouraging use of the local airport through education increases awareness of the facility, acceptance of new advanced commute/regional aircraft, and understanding of schedules, destinations, and fares.

**Benefit:** The program focus involves increased concentration on educational activities for community awareness and media relations. Greater involvement with service organizations and local business cultivates potential users and increases knowledge of the economic benefits of services provided at the airport. Specific information about the airport facility and its services can be utilized by community leaders to attract new business or industry to the area.

**Funding Source:** State Restricted Aeronautics Funds - \$20,000; Alpena County Funds - \$2,222. Contract Total - \$22,222.

**Commitment Level:** Actual costs are reimbursed up to the maximum of the contract.

**Risk Assessment:** If the contract is not awarded, certain awareness activities will not be accomplished by the local airport, as they can not afford to complete the project without state assistance.

**Cost Reduction:** In the early 1990s, \$50,000 per airport was allocated for these types of projects. Since that time, grants have been reduced to \$15,000 or \$20,000, which allows a marketing presence to be maintained within the community.

**Selection:** N/A

**New Project Identification:** This is a new project under the Air Service Program.

**Zip Code:** 49707.

52. MULTI-MODAL (Aeronautics) - Purchase of Equipment

Contract (2005-0197) between MDOT and the City of Dowagiac will provide federal and state grant funds for the purchase of snow removal equipment at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$79,474. Source of Funds: FAA Funds (via block grant) - \$71,527; State Restricted Aeronautics Funds - \$3,973; City of Dowagiac Funds - \$3,974.

**Purpose/Business Case:** The project includes the purchase of snow removal equipment.

**Benefit:** The equipment will provide the airport with the ability to remove snow efficiently and to remain open regardless of the season.

**Funding Source:** FAA Funds (via block grant) - \$71,527; State Restricted Aeronautics Funds - \$3,973; City of Dowagiac Funds - \$3,974; Contract Total - \$79,474.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The project will be bid locally and reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** The new equipment will replace existing worn-out equipment.

**Zip Code:** 49047.

53. MULTI-MODAL (Aeronautics) - Terminal Study

Contract (2005-0199) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for a terminal study at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$206,000. Source of Funds: FAA Funds - \$195,700; State Restricted Aeronautics Funds - \$5,150; MBS International Airport Commission Funds - \$5,150.

**Purpose/Business Case:** The terminal building is thirty years old. With new security measures and increasing passenger counts, the airport sponsor proposes to study the current and future needs of the airline passenger terminal.

**Benefit:** The study will evaluate the needs of the community and assist the airport management and commission in determining whether to expand the terminal building or build a new one.

**Funding Source:** FAA Funds - \$195,700; State Restricted Aeronautics Funds - \$5,150; MBS International Airport Commission Funds - \$5,150; Contract Total - \$206,000.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal or state assistance.

**Cost Reduction:** The consultant contract will be reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new study at an existing facility.

**Zip Code:** 48623.

54. \*TRANSPORTATION PLANNING - Novation

Amendatory Contract (2004-0398/A1) between MDOT, Tilton & Associates, Inc., and Environmental Consulting & Technology, Inc., will provide for the reassignment of contract responsibilities from Tilton & Associates, Inc., to Environmental Consulting & Technology, Inc., due to a corporate buyout. The original contract provides for wetland assessment services to be performed on an as needed/when needed basis. The contract term remains unchanged, August 6, 2004, through August 5, 2009. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** The purpose of this amendment is to recognize a name change due to the corporate buyout of Tilton & Associates, Inc., by Environmental Consulting & Technology, Inc. The original contract provides for wetland assessment services to be performed on an as needed/when needed basis.

**Benefit:** Will provide for necessary wetland assessment services to be performed on an as needed/when needed basis.

**Funding Source:** Federal, Restricted State, or local funds, depending on the particular project authorized.

**Commitment Level:** Each authorization issued will be based on actual costs.

**Risk Assessment:** If the novation is not approved, the contract responsibilities will not be transferred to the appropriate organization.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48108.

55. \*TRANSPORTATION PLANNING - Access Management Plan

Contract (2005-0198) between MDOT and Alfred Benesch & Company will provide for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-58 corridor in Saginaw County. The contract will be in effect from the date of the award through December 29, 2005. The contract amount will be \$33,995.52. Source of Funds: Federal Highway Administration Funds - \$27,196.41; State Restricted Trunkline Funds - \$6799.11.

**Purpose/Business Case:** To produce a corridor access management plan and draft ordinances for the M-58 corridor in Saginaw County.

**Benefit:** The benefit of a corridor access management plan is to relieve congestion with an efficient, safe, and aesthetically pleasing trunkline.

**Funding Source:** Federal Highway Administration Funds - \$27,196.41; State Restricted Trunkline Funds - \$6799.11. The funding is coming from State Planning and Research Funds that have been specifically designated for access management studies.

**Commitment Level:** This is a cost plus fixed fee contract.

**Risk Assessment:** The risks of not performing the study are not relieving congestion on an already congested highway and increased safety concerns due to the unplanned proliferation of commercial drives and development.

**Selection:** Qualifications-based.

**Cost Reduction:** The final cost of project was negotiated with vendor.

**New Project Identification:** This is a new study.

**Zip Code:** 48601.

## STATE PROJECTS

5.00 % DBE participation required

## 4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

79069A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Zip Code:** 49425.

7.00 % DBE participation required

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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48348.

58.	LETTING OF APRIL 01, 2005 PROPOSAL 0504043 PROJECT MG 03072-53362 LOCAL AGRMT. 04-5342 START DATE - MAY 16, 2005 COMPLETION DATE - OCTOBER 28, 2005	ENG. EST. \$ 4,066,765.19	LOW BID \$ 4,045,264.55
			% OVER/UNDER EST.
			-0.53 %

5.92 mi of hot mix asphalt overlay and widening, shoulder widening, intersection improvements, guardrail upgrades, culvert extension, ditching, curb and gutter and storm sewer on M-40 from 134th Avenue northwest to north of I-196 in the city of Holland, in Fillmore, Heath and Overisel Townships, Allegan County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Schippers Excavating, Inc.</b>	<b>\$ 4,045,804.55</b>	<b>\$ 4,045,264.55</b>	<b>1**</b>
C & D Hughes, Inc.	\$ 4,054,578.91	Same	2
Nashville Construction Company	\$ 4,060,384.52	Same	3
Milbocker and Sons, Inc.	\$ 4,126,305.45	Same	4
Kamminga & Roodvoets, Inc.	\$ 4,197,037.11	Same	5
Kalin Construction Co., Inc.			
Balkema Excavating, Inc.			
Diversco Construction Company			
Peters Construction Co.			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
Triangle Excavators, Inc.			
Maclean Construction Company			
Aggregate Industries-Central Region			
Nagel Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

53362A

Federal Highway Administration Funds	51.25 %
City of Holland	37.51 %
State Restricted Trunkline Funds	11.24 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49419.

59.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504044	\$ 159,134.58	\$ 125,556.44
	PROJECT STG 84912-81123, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 31, 2005		
	COMPLETION DATE - APRIL 28, 2006		-21.10 %

Traffic signal upgrading and modernization at fourteen locations on US-31, US-131, M-22, M-32, M-72, M-75 and M-201 in the villages of Elk Rapids, Suttons Bay and Northport, cities of Charlevoix, Boyne, East Jordan and Traverse City, Antrim, Charlevoix, Kalkaska and Leelanau Counties.

BIDDER	AS-READ	AS-CHECKED
<b>Windemuller Electric, Inc.</b>	<b>\$ 125,556.44</b>	<b>Same 1 **</b>
Strain Electric Company	\$ 132,702.00	Same 2
J. Ranck Electric, Inc.	\$ 145,385.32	Same 3
Trans Tech Electric LP	\$ 165,437.00	Same 4
Top Rail Electric Company		

4 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

81123A

Federal Highway Administration Funds	100 %
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81124A

Federal Highway Administration Funds	100 %
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\* Denotes a non-standard contract/amendment

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49684 TSC-wide.

60.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504045	\$ 1,085,921.47	\$ 944,881.00
	PROJECT STG 50031-80994, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2005		
	COMPLETION DATE - NOVEMBER 11, 2005		-12.99 %

Traffic signal upgrading and modernization at 21 locations along M-3 and M-97, in the cities of Eastpointe, Fraser, Roseville and Warren in Clinton Township, Macomb County.

BIDDER	AS-READ	AS-CHECKED
<b>Metropolitan Power &amp; Lighting, Inc.</b>	<b>\$ 944,881.00</b>	<b>Same 1 **</b>
Rauhorn Electric, Inc.	\$ 1,057,706.44	Same 2
Trans Tech Electric LP	\$ 1,218,667.55	Same 3
Motor City Electric Utilities Co.	\$ 1,235,132.83	Same 4
J. Ranck Electric, Inc.		

4 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

80994A		
Federal Highway Administration Funds	100	%
81040A		
Federal Highway Administration Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48066 TSC-wide.



61. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504046  
 PROJECT NH 41132-55794  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 06, 2005  
 COMPLETION DATE - MAY 24, 2006

ENG. EST.                      LOW BID  
 \$ 1,681,775.94    \$ 1,559,684.05  
 % OVER/UNDER EST.  
 -7.26 %

Restroom building demolition, construct Quad 4 restroom building, sidewalks, parking area repairs and expansion, and associated site work, new lighting, picnic tables, grills, benches and other amenities at the Rockford Rest Area on US-131 southbound in the city of Rockford, Algoma Township, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>CL Trucking &amp; Excavating, LLC.</b>	<b>\$ 1,559,684.05</b>	<b>Same 1 **</b>
Diversco Construction Company	\$ 1,603,842.00	Same 2
Velting Contractors, Inc.	\$ 1,616,309.40	Same 3
Kamminga & Roodvoets, Inc.	\$ 1,634,006.22	Same 4
3-S Construction, Inc.	\$ 1,641,100.00	Same 5
Miller Development, Inc.	\$ 1,658,186.16	Same 6
J.E. Kloote Contracting, Inc.	\$ 1,684,354.30	Same 7
Schippers Excavating, Inc.	\$ 1,817,431.00	Same 8
Nashville Construction Company	\$ 2,009,144.80	Same 9
Kelcris Corporation		
Milbocker and Sons, Inc.		
Fisher Contracting Company		

9 Bidders

**Purpose/Business Case:** The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

**Benefit:** Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements. In comparison, 23 million travelers visited the 94 Michigan State Parks and less than one million travelers visited Mackinac Island in 2001.

**Funding Source:**

55794A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

**Cost Reduction:** Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

**Selection:** Low bid.

**New Project Identification:** New construction.

**Zip Code:** 49341.

62.	LETTING OF APRIL 01, 2005 PROPOSAL 0504047 PROJECT HPP 82124-60077, ETC LOCAL AGRMT. 05-5036 START DATE - 5 days after award COMPLETION DATE - MARCH 10, 2006	ENG. EST. \$ 16,032,653.84	LOW BID <b>\$ 16,797,959.91</b>  % OVER/UNDER EST.  4.77 %
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0.47 mi of reconstruction of existing freeway mainline pavement, shoulders and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the city of Detroit, Wayne County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Walter Toebe Construction Co.</b>	<b>\$ 16,797,959.91</b>	<b>Same 1 **</b>
Dan's Excavating, Inc.	\$ 17,107,077.85	Same 2
C.A. Hull Co., Inc.	\$ 17,214,402.04	Same 3
Posen Construction, Inc.	\$ 18,225,387.05	Same 4
John Carlo, Inc.		
E. C. Korneffel Co.		
Hardman Construction, Inc.		

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume and traffic flow, cost/benefit, ride quality, safety, user savings, maintenance savings, and the condition of bridges.

\* Denotes a non-standard contract/amendment

**Funding Source:**

60077A

City of Detroit	2.21 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	17.79 %

60147A

City of Detroit	2.50 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	17.50 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. If this project is not approved for completion, the Federal funds allocated would need to be returned.

**Cost Reduction:** Reduced roadway and facility maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Reconstruction and rehabilitation.

**Zip Code:** 48216.

63.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504048	\$ 840,476.11	\$ 757,466.87
	PROJECT BHN 83031-78688		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 20, 2005		
	COMPLETION DATE - AUGUST 05, 2005		-9.88 %

Paint, pin and hanger replacement, deck patching, joint replacement and approach work on US-131 under Old US-131(S03) and abutment repair on S04 under M-55, S05 under Crosby Road and S06 under No. 36 Road in the city of Cadillac, in Clam Lake and Haring Townships, Wexford County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>L. W. Lamb, Inc.</b>	<b>\$ 757,466.87</b>	<b>Same 1 **</b>
C.A. Hull Co., Inc.	\$ 762,918.06	Same 2
Anlaan Corporation	\$ 774,155.93	Same 3
Midwest Bridge Company	\$ 792,423.42	Same 4
J. Slagter & Son Construction Co.	\$ 857,436.76	Same 5
Abhe & Svoboda, Inc.	\$ 1,244,770.00	Same 6
Icarus Industrial Painting & Cont.		
Walter Toebe Construction Co.		
Miller Development, Inc.		

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

78688A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49601.

64.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504049	\$ 946,720.65	\$ 914,209.56
	PROJECT M 70823-80010, ETC		
	LOCAL AGRMT. 05-5060		% OVER/UNDER EST.
	START DATE - MAY 16, 2005		
	COMPLETION DATE - AUGUST 05, 2005		-3.43 %

0.664 mi of indirect turnaround and the construction of a right turn lane and resurfacing on M-21 (Chicago Drive) from west of 84th Avenue to west of Washington Avenue and 0.477 mi of indirect turnarounds and realignment on M-21 (Old) from west of 84th Avenue easterly to east of 80th Avenue in Zeeland Township, in Ottawa County.

BIDDER	AS-READ	AS-CHECKED
<b>Brenner Excavating, Inc.</b>	<b>\$ 914,209.56</b>	<b>Same 1 **</b>
Dan Hoe Excavating, Inc.	\$ 919,223.29	Same 2
Schippers Excavating, Inc.	\$ 945,101.42	Same 3
Nashville Construction Company	\$ 976,080.15	Same 4
Wadel Stabilization, Inc.	\$ 1,007,899.46	Same 5
Dykema Excavators, Inc.	\$ 1,010,436.58	Same 6
Kalin Construction Co., Inc.	\$ 1,011,674.15	Same 7
Kamminga & Roodvoets, Inc.	\$ 1,015,472.45	Same 8
Diversco Construction Company	\$ 1,045,712.95	Same 9
Milbocker and Sons, Inc.	\$ 1,060,007.40	Same 10
Nagel Construction, Inc.	\$ 1,082,917.25	Same 11
Triangle Excavators, Inc.		
Stein Construction Co., Inc.		
Aggregate Industries-Central Region		

#### 11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. In addition, this project involves the Congestion Mitigation and Air Quality (CMAQ) Program to fund transportation projects that contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. The TEA-21 allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are priority-based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

#### **Funding Source:**

80010A

Ottawa County	25.08 %
State Restricted Trunkline Funds	74.92 %

83149A

Ottawa County	8.30 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	11.70 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Loss of Federal funds and continued non-attainment in air quality.

**Cost Reduction:** Reduced roadway maintenance costs and less congestion.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49464.

65. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504050  
 PROJECT M 31052-80167  
 LOCAL AGRMT.  
 START DATE - JULY 05, 2005  
 COMPLETION DATE - 8 working days

ENG. EST.	LOW BID
\$ 178,617.88	\$ 202,670.20

% OVER/UNDER EST.  
 13.47 %

0.89 mi of hot mix asphalt cold milling and resurfacing on  
 US-41 from north of the Portage Lake lift bridge northerly  
 to M-203 junction in the city of Hancock, Houghton County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED
<b>Payne &amp; Dolan, Inc.</b>	\$ 202,670.20	Same 1 **
Bacco Construction Company	\$ 406,863.90	Same 2

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

80167A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49930.

66. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504051  
 PROJECT NHG 82143-79751  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 15, 2006

ENG. EST.	LOW BID
\$ 1,293,998.81	\$ 1,186,551.00

% OVER/UNDER EST.  
 -8.30 %

Traffic signal upgrading and modernization at 27 locations  
 on M-102 from Revere Street to M-3 (Gratiot Avenue) in the  
 cities of Detroit and Warren, Macomb and Wayne Counties.

BIDDER	AS-READ	AS-CHECKED
<b>Metropolitan Power &amp; Lighting, Inc.</b>	<b>\$ 1,186,551.00</b>	<b>Same 1 **</b>
Motor City Electric Utilities Co.	\$ 1,269,135.83	Same 2
Rauhorn Electric, Inc.	\$ 1,282,858.00	Same 3
J. Ranck Electric, Inc.	\$ 1,309,657.20	Same 4
Posen Construction, Inc.	\$ 1,458,476.08	Same 5
Trans Tech Electric LP		

#### 5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79751A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48234.

### LOCAL PROJECTS

67.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504002	\$ 2,498,156.80	\$ 2,146,316.15
	PROJECT STU 41401-56394		
	LOCAL AGRMT. 05-5029		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 10, 2006		-14.08 %

Reconstruct existing road on Division Avenue from 28th Street to Alger Street, in the cities of Grand Rapids and Wyoming, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 2,146,316.15</b>	<b>Same 1 **</b>
Dykema Excavators, Inc.	\$ 2,198,293.87	Same 2
Nagel Construction, Inc.	\$ 2,210,396.54	Same 3
Diversco Construction Company	\$ 2,389,349.84	Same 4
Wyoming Excavators, Inc.	\$ 2,399,217.05	Same 5
Velting Contractors, Inc.	\$ 2,411,082.15	Same 6
Kentwood Excavating, Inc.	\$ 2,490,008.20	Same 7
Nashville Construction Company		
Milbocker and Sons, Inc.		
Fisher Contracting Company		

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56394A

Federal Highway Administration Funds 66.97 %

City of Grand Rapids 33.03 %

**Selection:** Low bid.

**Zip Code:** 49507.

68.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504003	\$ 379,987.50	\$ 268,188.53
	PROJECT STU 41401-74889		
	LOCAL AGRMT. 05-5034		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2005		-29.42 %

0.98 mi of road resurfacing including cold milling, hot mix asphalt pavement, concrete curb and gutter and permanent pavement markings on Byron Center Avenue from 92nd Street to 84th Street, in Kent County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 268,188.53</b>	<b>Same 1 **</b>
Aggregate Industries-Central Region	\$ 285,634.45	Same 2
Rieth-Riley Construction Co., Inc.	\$ 319,994.28	Same 3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.



**Source of Funds:**

74889A

Kent County

18.15 %

Federal Highway Administration Funds

81.85 %

**Selection:** Low bid.**Zip Code:** 49315.

69.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504004	\$ 1,951,418.58	\$ 1,869,374.00
	PROJECT BRT 37014-56544, ETC		
	LOCAL AGRMT. 05-5025		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 14, 2005		-4.20 %

Intersection improvements, bridge removal and replacement with related approach work, including adding a center turn lane and deceleration lane, drainage improvements and related work on Mission Road (R01 of 37-14-01) over the Tuscola Saginaw Bay Railroad; along with on Mission Road at US-127 BR; along with on US-127 BR 2000 feet south of Mission to Bluegrass, in Isabella County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,869,374.00</b>	<b>Same 1 **</b>
The Isabella Corporation	\$ 1,894,315.08	Same 2
Champagne and Marx Excavating, Inc	\$ 1,958,485.47	Same 3
Bernie Johnson Trucking, Inc.	\$ 1,973,023.46	Same 4
J.E. Kloote Contracting, Inc.	\$ 1,983,142.05	Same 5
Walter Toebe Construction Co.	\$ 2,044,477.46	Same 6
Fisher Contracting Company	\$ 2,054,416.18	Same 7
Anlaan Corporation	\$ 2,077,486.48	Same 8
Hardman Construction, Inc.	\$ 2,220,277.99	Same 9
Central Asphalt, Inc.		
C.A. Hull Co., Inc.		
Davis Construction, Inc.		
S.L. & H. Contractors, Inc.		
M & M Excavating Co., Inc.		
Rohde Brothers Excavating, Inc.		
Crawford Contracting, Inc.		
L. W. Lamb, Inc.		

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

56544A	
Isabella County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %
59900A	
Isabella County	20.00 %
Federal Highway Administration Funds	80.00 %
82756A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement and road construction.

**Zip Code:** 48858.

70.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504005	\$ 482,604.59	\$ 437,695.75
	PROJECT EDDF 12555-76619		
	LOCAL AGRMT. 05-5014		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 50 working days		-9.31 %

Approximately 0.34 mi of road reconstruction, concrete curb and gutter, drainage structures, storm sewer, sanitary sewer, watermain, hot mix asphalt paving and pavement markings, on Broadway Street from Railroad Street to Coldwater Street, in the village of Union City, Branch County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Hoffman Bros., Inc.</b>	\$ 437,695.75	Same 1 **
Nashville Construction Company	\$ 559,359.08	Same 2
Parrish Excavating, Inc.		
Kamminga & Roodvoets, Inc.		
Michigan Paving & Materials Co.		
Robert Bailey Contractors, Inc.		

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

\* Denotes a non-standard contract/amendment

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76619A		
Federal Highway Administration Funds		48.83 %
Village of Union City		51.17 %

**Selection:** Low bid.

**Zip Code:** 49094.

71.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504006	\$ 334,960.74	\$ <b>314,589.40</b>
	PROJECT STUL 61407-56362-2		
	LOCAL AGRMT. 03-5141		% OVER/UNDER EST.
	START DATE - JUNE 08, 2005		
	COMPLETION DATE - AUGUST 19, 2005		-6.08 %

0.50 mi of road reconstruction, pavement removal, grading, aggregate base, hot mix asphalt paving, concrete curb and gutter, storm sewer improvements, concrete sidewalk ramps and pavement markings on 5th Street from Norton Avenue to Summitt Avenue in the city of Muskegon Heights, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Brenner Excavating, Inc.</b>	<b>\$ 314,589.40</b>	<b>Same 1 **</b>
Workman Contractors, Inc.	\$ 332,975.96	Same 2
Nagel Construction, Inc.	\$ 337,897.35	Same 3
Wadel Stabilization, Inc.	\$ 349,317.39	Same 4
Kamminga & Roodvoets, Inc.	\$ 350,182.36	Same 5
Nashville Construction Company	\$ 355,860.50	Same 6
Milbocker and Sons, Inc.	\$ 360,953.20	Same 7
Eastlund Concrete Construction	\$ 361,767.88	Same 8
Geocon, Inc.	\$ 376,890.75	Same 9
Diversco Construction Company	\$ 390,451.40	Same 10
Grant Tower, Inc.	\$ 391,101.43	Same 11
C & D Hughes, Inc.	\$ 466,828.25	Same 12
Triangle Excavators, Inc.		
Hallack Contracting, Inc.		
Schippers Excavating, Inc.		
Schultz Excavating & Asphalt		
McCormick Sand, Inc.		

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56362A

Federal Highway Administration Funds	81.85 %
City of Muskegon Heights	18.15 %

**Selection:** Low bid.**Zip Code:** 49444.

72. LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
PROPOSAL 0504007	\$ 711,927.65	\$ 653,657.81
PROJECT EDDF 16555-77472		
LOCAL AGRMT. 05-5020		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 01, 2005		-8.18 %

3.69 mi of rehabilitation including hot mix asphalt base crushing and shaping, approach grading, aggregate base, aggregate approaches and shoulders, trenching, drainage improvements, hot mix asphalt surfacing, concrete curb and gutter, guardrail, pavement markings, traffic control and restoration on Wolverine Road from the Cheboygan/Emmet county line southeasterly 3.69 mi, in Mentor and Wilmot Townships, Cheboygan County.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED
Payne & Dolan, Inc.	\$	653,657.81	Same 1 **
Rieth-Riley Construction Co., Inc.	\$	666,966.53	Same 2
H & D, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

77472A

Cheboygan County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**Zip Code:** 49721.

5.00 % DBE participation required

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59825A

Shiawassee County	5.12 %
Federal Highway Administration Funds	79.90 %
State Restricted Trunkline Funds	14.98 %

59827A

Shiawassee County	5.83 %
Federal Highway Administration Funds	79.30 %
State Restricted Trunkline Funds	14.87 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48817 & 48882.

74.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504009	\$ 244,195.10	\$ 242,818.25
	PROJECT STL 35018-77585		
	LOCAL AGRMT. 05-5048		% OVER/UNDER EST.
	START DATE - JULY 05, 2005		
	COMPLETION DATE - AUGUST 25, 2005		-0.56 %

1.99 mi of resurfacing with minor widening, including base crushing and shaping, aggregate base, aggregate shoulders, hot mix asphalt paving, concrete curb and gutter, guardrail, slope restoration, and pavement marking on Prescott Road, from Iosco west county line to Wilson Creek Road in Burleigh Township, Iosco County.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED
<b>Bolen Asphalt Paving, Inc.</b>	\$	<b>242,818.25</b>	<b>Same 1 **</b>
Pyramid Paving & Contracting	\$	257,698.58	Same 2
Rieth-Riley Construction Co., Inc.	\$	303,830.48	Same 3

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

77585A

Iosco County

20.00 %

Federal Highway Administration Funds

80.00 %

**Selection:** Low bid.**Zip Code:** 48770.

75. LETTING OF APRIL 01, 2005 ENG. EST. LOW BID  
 PROPOSAL 0504010 \$ 322,561.54 \$ **327,609.59**  
 PROJECT EDDF 83555-78374  
 LOCAL AGRMT. 05-5049 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - 25 working days 1.57 %

1.96 mi of resurfacing, including trenching, earthwork, base  
 crushing and shaping, hot mix asphalt paving, aggregate  
 shoulders, culverts, concrete curb and gutter, slope  
 restoration, and pavement marking on 37 Road from 36 Road to  
 32 Road, in Selma and Haring Townships, Wexford County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 327,609.59</b>	<b>Same 1 **</b>
Bernie Johnson Trucking, Inc.	\$ 337,366.15	Same 2
Elmer's Crane & Dozer, Inc.	\$ 341,315.41	Same 3
Pyramid Paving & Contracting	\$ 397,263.64	Same 4

4 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid  
 route under local jurisdiction. This project was selected through a process  
 outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local  
 agency regional planning authority, which was approved by MDOT and the  
 Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further  
 preserved providing increased economic value and quality of life for the  
 traveling public.

**Funding Source:**

78374A

Federal Highway Administration Funds

80.00 %

State Restricted Trunkline Funds

20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be  
 returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded  
 the project. Any negotiations made prior to award of the contract are in  
 violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.**New Project Identification:** Resurfacing.**Zip Code:** 49601.

76. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504011  
 PROJECT STH 18609-80577  
 LOCAL AGRMT. 05-5047  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 08, 2005

ENG. EST. 368,065.50  
 LOW BID 307,199.92  
 % OVER/UNDER EST. -16.54 %

0.43 mi of road reconstruction, including pavement removal, earthwork, subbase, aggregate base, drainage improvement, hot mix asphalt paving, aggregate shoulders, concrete curb and gutter, pavement marking, and slope restoration on Clare Avenue at Adams Road intersection, in Grant and Hatton Townships, Clare County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>CJ's Excavating Septic Service, In</b>	<b>\$ 307,199.92</b>	<b>Same 1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 308,056.53	Same 2
Central Michigan Contracting, Inc.	\$ 319,889.76	Same 3
Bernie Johnson Trucking, Inc.	\$ 327,721.03	Same 4
Champagne and Marx Excavating, Inc	\$ 394,938.62	Same 5
Fisher Contracting Company	\$ 398,241.28	Same 6
Rohde Brothers Excavating, Inc.	\$ 489,833.00	Same 7
Central Asphalt, Inc.		
CRS/Shaw Contracting Co.		
Eastlund Concrete Construction, In		
Crawford Contracting, Inc.		
M & M Excavating Co., Inc.		

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

80577A  
 Clare County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 48617.



77. LETTING OF APRIL 01, 2005 ENG. EST. LOW BID  
 PROPOSAL 0504012 \$ 59,289.14 \$ **60,432.82**  
 PROJECT STH 38609-80592  
 LOCAL AGRMT. 05-5046 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - 30 calendar days 1.93 %

Intersection widening for left-turn lane, including machine grading, cold milling, aggregate base, hot mix asphalt paving, drainage, concrete curb and gutter, slope restoration, and pavement marking on Dearing Road at M-60, in Spring Arbor Township, Jackson County.

BIDDER		AS-READ	AS-CHECKED
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$</b>	<b>60,432.82</b>	<b>Same 1 **</b>
Bailey Excavating, Inc.	\$	62,838.60	Same 2
C & D Hughes, Inc.	\$	64,562.82	Same 3
Nashville Construction Company	\$	67,666.82	Same 4
Eastlund Concrete Construction	\$	67,775.40	Same 5
Aggregate Industries-Central Region	\$	68,005.64	Same 6
Florence Cement Company			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

80592A

Jackson County 20.00 %

Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 49283.

78. LETTING OF APRIL 01, 2005 ENG. EST. LOW BID  
 PROPOSAL 0504013 \$ 2,520,122.75 \$ **2,500,000.00**  
 PROJECT HPP 25402-53146  
 LOCAL AGRMT. 05-5051 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 28, 2005 -0.80 %

1.0 mi of road reconstruction and widening from two (2) to five (5) lanes including aggregate base, subgrade undercutting, hot mix asphalt pavement, concrete curb and gutter, sewer and miscellaneous related items of work on Davison Road from Vassar Road to Irish Road, in Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 2,500,000.00</b>	<b>Same 1 **</b>
Ron Bretz Excavating, Inc.	\$ 2,528,947.55	Same 2
Zito Construction Co.	\$ 2,553,960.00	Same 3
Rohde Brothers Excavating, Inc.	\$ 2,639,544.70	Same 4
Champagne and Marx Excavating, Inc.	\$ 2,653,435.77	Same 5
Young's Environmental Cleanup, Inc.	\$ 2,655,453.80	Same 6
C & D Hughes, Inc.	\$ 2,717,133.95	Same 7
L.J. Construction, Inc.	\$ 2,932,906.90	Same 8
L. D'Agostini & Sons, Inc.	\$ 3,019,320.50	Same 9
Fisher Contracting Company	\$ 3,048,769.71	Same 10
Angelo Iafrate Construction Company	\$ 3,147,368.95	Same 11
Sunset Excavating, Inc.		
Ajax Paving Industries, Inc.		
Eastlund Concrete Construction		
Dan's Excavating, Inc.		
Saginaw Asphalt Paving Company		
Genoak Construction Company		

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

53146A

Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 48423.

79.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504014	\$ 263,683.00	\$ 217,334.82
	PROJECT STL 63459-81246		
	LOCAL AGRMT. 05-5019		% OVER/UNDER EST.
	START DATE - JUNE 09, 2005		
	COMPLETION DATE - AUGUST 19, 2005		-17.58 %

0.31 mi of hot mix asphalt resurfacing, hot mix asphalt cold milling, earthwork, guardrail upgrades, joint and crack repairs and drainage work on South Street from Kearsley Creek Bridge to Mill Street in the village of Ortonville, Oakland County.

BIDDER	AS-READ	AS-CHECKED
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 217,334.82</b>	<b>Same 1 **</b>
Florence Cement Company	\$ 231,487.73	Same 2
Lois Kay Contracting Co.	\$ 240,274.55	Same 3
C & D Hughes, Inc.	\$ 257,629.83	Same 4
Ajax Paving Industries, Inc.	\$ 262,455.88	Same 5
Pro-Line Asphalt Paving Corp.	\$ 276,879.11	Same 6
Ace Asphalt & Paving Co.		
ABC Paving Company		
Pamar Enterprises, Inc.		

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

81246A	
Federal Highway Administration Funds	68.70 %
Village of Ortonville	31.30 %

**Selection:** Low bid.

**Zip Code:** 48462.

80. LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
PROPOSAL 0504017	\$ 2,473,000.00	<b>\$ 2,644,047.72</b>
PROJECT STU 82400-82796		
LOCAL AGRMT. 05-5052		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 16, 2005		6.92 %

Citywide resurface at various locations in the city of Detroit, Wayne County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 2,644,047.72</b>	<b>Same 1 **</b>
Ajax Paving Industries, Inc.	\$ 3,112,149.67	Same 2
ABC Paving Company		
John Carlo, Inc.		

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

82796A

City of Detroit

18.15 %

Federal Highway Administration Funds

81.85 %

**Selection:** Low bid.**Zip Code:** 48202.

81.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504018	\$ 1,372,322.50	\$ 1,169,286.88
	PROJECT EDC 41544-74876		
	LOCAL AGRMT. 05-5057		% OVER/UNDER EST.
	START DATE - JUNE 01, 2005		
	COMPLETION DATE - SEPTEMBER 01, 2005		-14.80 %

0.41 mi of road reconstruction, concrete curb and gutter,  
hot mix asphalt paving, drainage structures, storm sewer,  
culvert installation, concrete sidewalk, modular block  
retaining wall and restoration on 36th Street from M-37 to  
East Paris Avenue, in the city of Kentwood, Kent County.

BIDDER	AS-READ	AS-CHECKED
<b>Maclean Construction Company</b>	<b>\$ 1,169,286.88</b>	<b>Same 1 **</b>
Kamminga & Roodvoets, Inc.	\$ 1,176,368.55	Same 2
Dykema Excavators, Inc.	\$ 1,260,620.44	Same 3
Kentwood Excavating, Inc.	\$ 1,279,506.79	Same 4
Schippers Excavating, Inc.	\$ 1,320,990.20	Same 5
Diversco Construction Company	\$ 1,342,562.68	Same 6
Nashville Construction Company	\$ 1,358,671.54	Same 7
Velting Contractors, Inc.	\$ 1,364,574.69	Same 8
Geocon, Inc.		
Wyoming Excavators, Inc.		
Peters Construction Co.		
Nagel Construction, Inc.		

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal Aid Highway system is further preserved by providing a benefit to the traveling public and increased economic interest. In addition, further services the quality of life for the people of Michigan.

**Funding Source:**

74876A

City of Kentwood

24.85 %

State Restricted Trunkline Funds

75.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

**Cost Reduction:** This is a construction contract where the low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49512.

82.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504019	\$ 1,929,150.19	\$ 1,909,491.18
	PROJECT STUL 61407-81247		
	LOCAL AGRMT. 05-5058		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 16, 2005		-1.02 %

2.66 mi of road reconstruction, pavement removal, intermittent curb and gutter replacement, drainage improvements, aggregate base, hot mix asphalt paving and pavement markings on Ruddiman Drive from Center Street to Buys Road in the city of North Muskegon, Muskegon County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,909,491.18</b>	<b>Same 1 **</b>
Wadel Stabilization, Inc.	\$ 1,971,921.61	Same 2
Kamminga & Roodvoets, Inc.	\$ 2,051,892.33	Same 3
C & D Hughes, Inc.	\$ 2,149,909.19	Same 4
Diversco Construction Company	\$ 2,156,942.70	Same 5
Nagel Construction, Inc.	\$ 2,264,167.50	Same 6
Nashville Construction Company	\$ 2,331,047.66	Same 7
Hallack Contracting, Inc.		
Hardman Construction, Inc.		
Rieth-Riley Construction Co., Inc.		
Fisher Contracting Company		
Brenner Excavating, Inc.		
Schippers Excavating, Inc.		
Aggregate Industries-Central Region		

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

81247A

Federal Highway Administration Funds	73.65 %
City of North Muskegon	26.35 %

**Selection:** Low bid.

**Zip Code:** 49455.

83. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504020  
 PROJECT STUL 70407-82752  
 LOCAL AGRMT. 05-5056  
 START DATE - JUNE 13, 2005  
 COMPLETION DATE - OCTOBER 10, 2005

ENG. EST.                      LOW BID  
 \$ 1,361,742.25    \$ 1,236,142.93  
 % OVER/UNDER EST.  
 -9.22 %

0.52 mi of road reconstruction, sanitary sewer, watermain construction, concrete curb and gutter, hot mix asphalt paving, concrete sidewalk and restoration on Sheldon Road from Taylor Avenue to Howard Street, in the city of Grand Haven, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Wadel Stabilization, Inc.</b>	<b>\$ 1,236,142.93</b>	<b>Same 1 **</b>
Nagel Construction, Inc.	\$ 1,276,800.18	Same 2
Schippers Excavating, Inc.	\$ 1,303,269.15	Same 3
Kamminga & Roodvoets, Inc.	\$ 1,332,861.25	Same 4
Milbocker and Sons, Inc.	\$ 1,345,371.53	Same 5
Dykema Excavators, Inc.	\$ 1,360,223.16	Same 6
Nashville Construction Company	\$ 1,521,178.68	Same 7
Diversco Construction Company	\$ 1,593,408.43	Same 8
Wyoming Excavators, Inc.	\$ 1,850,313.00	Same 9
Triangle Excavators, Inc.		
Hardman Construction, Inc.		
Peters Construction Co.		

#### 9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

#### Source of Funds:

82752A

Federal Highway Administration Funds 46.24 %

City of Grand Haven 53.76 %

**Selection:** Low bid.

**Zip Code:** 49417.

84. LETTING OF APRIL 01, 2005 ENG. EST. LOW BID  
 PROPOSAL 0504021 \$ 1,621,036.90 \$ 1,568,019.02  
 PROJECT STUL 38409-74475  
 LOCAL AGRMT. 04-5572 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 28, 2005 -3.27 %

Road reconstruction on Fourth Street from Griswold Street to  
 Morrell Street, in the city of Jackson, Jackson County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Bailey Excavating, Inc.</b>	<b>\$ 1,568,019.02</b>	<b>Same 1 **</b>
Dunigan Brothers, Inc.	\$ 1,780,885.86	Same 2
Balkema Excavating, Inc.		
Hoffman Bros., Inc.		
Robert L. Johnson Construction		
Rieth-Riley Construction Co., Inc.		
Milbocker and Sons, Inc.		
Florence Cement Company		
Mills Excavating		
Nashville Construction Company		
Aggregate Industries-Central Region		

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

74475A	
Federal Highway Administration Funds	9.75 %
City of Jackson	90.25 %

**Selection:** Low bid.

**Zip Code:** 48203.

85. LETTING OF APRIL 01, 2005 ENG. EST. LOW BID  
 PROPOSAL 0504022 \$ 248,192.59 \$ 206,834.22  
 PROJECT SLG 08999-76613  
 LOCAL AGRMT. 05-5026 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2005 -16.66 %

Pavement markings county wide in Barry County.

BIDDER	AS-READ	AS-CHECKED
<b>Michigan Pavement Markings LLC</b>	<b>\$ 206,834.22</b>	<b>Same 1 **</b>
R. S. Contracting, Inc.	\$ 226,070.26	Same 2
P.K. Contracting, Inc.	\$ 226,336.47	Same 3
Clark Highway Services, Inc.	\$ 246,529.62	Same 4
NES - Worksafe		

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76613A

Federal Highway Administration Funds 100 %

**Selection:** Low bid.

**Zip Code:** 49058.

86.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504023	\$ 263,731.28	\$ 252,957.79
	PROJECT EDDF 65555-77590		
	LOCAL AGRMT. 05-5022		% OVER/UNDER EST.
	START DATE - MAY 31, 2005		
	COMPLETION DATE - JUNE 30, 2005		-4.09 %

1.0 mi of road rehabilitation with minor widening, including machine grading, base crushing and shaping, aggregate base, hot mix asphalt paving, aggregate shoulders, culverts, pavement marking, and slope restoration, on Rose City Road from Thayer Road to Short Road, in Hill and Goodar Townships, Ogemaw County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Katterman Trucking, Inc.</b>	<b>\$ 252,957.79</b>	<b>Same 1 **</b>
Bolen Asphalt Paving, Inc.	\$ 253,215.32	Same 2
Pyramid Paving & Contracting	\$ 270,429.51	Same 3
Cordes Excavating, Inc.	\$ 286,010.60	Same 4
Rieth-Riley Construction Co., Inc.	\$ 339,109.16	Same 5
McDowell Construction , L.L.C.		
Central Michigan Contracting, Inc.		

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.



**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

77590A

Ogemaw County	20.00 %
Federal Highway Administration Funds	47.00 %
State Restricted Trunkline Funds	33.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48635.

87.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504024	\$ 156,082.25	\$ 165,733.00
	PROJECT STH 15609-78209		
	LOCAL AGRMT. 05-5045		% OVER/UNDER EST.
	START DATE - JULY 25, 2005		
	COMPLETION DATE - SEPTEMBER 01, 2005		6.18 %

Intersection rehabilitation, including grading, drainage, hot mix asphalt paving, aggregate shoulders, concrete curb and gutter, pavement marking, and slope restoration on Boyne City-Charlevoix Road from US-31 to Western Avenue, in Charlevoix Township, Charlevoix County.

BIDDER		AS-READ	AS-CHECKED
<b>MDC Contracting, LLC</b>	\$	<b>165,733.00</b>	<b>Same 1 **</b>
Rieth-Riley Construction Co., Inc.	\$	170,372.09	Same 2
Manigg Enterprises, Inc.	\$	175,305.79	Same 3
Elmer's Crane & Dozer, Inc.			
M & M Excavating Co., Inc.			
Wcisel Construction, Inc.			
H & D, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

\* Denotes a non-standard contract/amendment

**Source of Funds:**

78209A

Charlevoix County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.**Zip Code:** 49720.

88.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504025	\$ 112,463.25	\$ 97,147.65
	PROJECT STH 24609-80583		
	LOCAL AGRMT. 05-5037		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 23, 2005		-13.62 %

Approximately 1940 feet of guardrail upgrades, slope modifications at five locations county wide on Robinson Road over West Branch Maple River, Douglas Lake Road over East Branch Maple River, Howard Road approximately two mi south of Petoskey, Gill Road over Carp River and Fletcher Road from 1000 feet south, in Emmet County.

BIDDER	AS-READ	AS-CHECKED
<b>Rite Way Fence, Inc.</b>	<b>\$ 97,147.65</b>	<b>Same 1 **</b>
Snowden, Inc.	\$ 104,789.25	Same 2
J. Slagter & Son Construction Co.	\$ 106,788.17	Same 3
J & J Contracting, Inc.	\$ 117,426.36	Same 4
Nationwide Fence & Supply Company	\$ 151,154.70	Same 5
Dale Dukes & Sons, Inc.		

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

80583A

Emmet County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.**Zip Code:** 49770.

89.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504031	\$ 582,065.70	\$ 436,328.50
	PROJECT STU 63459-75419		
	LOCAL AGRMT. 05-5063		% OVER/UNDER EST.
	START DATE - JUNE 06, 2005		
	COMPLETION DATE - OCTOBER 14, 2005		-25.04 %

0.82 mi of hot mix asphalt crush and shape, hot mix asphalt resurfacing, earthwork and pavement removal on West Maple Road from Sibley Court to west of Beck Road, in the city of Wixom, Oakland County.

10.00 % DBE participation required

\* Denotes a non-standard contract/amendment

BIDDER		AS-READ	AS-CHECKED
<b>Cadillac Asphalt, LLC.</b>	\$	<b>436,328.50</b>	<b>Same 1 **</b>
The Oakland Excavating Company	\$	439,813.69	Same 2
Waterland Trucking Service, Inc.	\$	455,980.68	Same 3
Florence Cement Company	\$	490,640.64	Same 4
Ajax Paving Industries, Inc.	\$	497,312.43	Same 5
Dan's Excavating, Inc.	\$	507,386.00	Same 6
V.I.L. Construction, Inc.	\$	545,407.75	Same 7
South Hill Construction Company			
Pro-Line Asphalt Paving Corp.			
ABC Paving Company			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

75419A

Federal Highway Administration Funds	81.85 %
City of Wixom	18.15 %

**Selection:** Low bid.

**Zip Code:** 48393.

90. LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
PROPOSAL 0504032	\$ 407,074.55	\$ <b>405,675.08</b>
PROJECT STL 07011-54637		
LOCAL AGRMT. 05-5064		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 24, 2005		-0.34 %

1.96 mi of hot mix asphalt base crushing and shaping, culvert replacements, hot mix asphalt, aggregate shoulders, pavement markings and traffic control on Pelkie Road from the west branch of the Sturgeon River to Otter River, in Baraga Township, Baraga County.

BIDDER		AS-READ	AS-CHECKED
<b>Payne &amp; Dolan, Inc.</b>	\$	<b>405,675.08</b>	<b>Same 1 **</b>
Bacco Construction Company	\$	409,329.77	Same 2

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

54637A

Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49958.

91. LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
PROPOSAL 0504033	\$ 2,088,027.75	\$ 1,794,849.64
PROJECT MCS 07002-45334		
LOCAL AGRMT. 05-5062		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 15, 2005		-14.04 %

Remove and replace bridge along with related approach work on Pelkie Road (B01 of 07-02-01) at Otter Creek in Baraga Township, Baraga County.

BIDDER	AS-READ	AS-CHECKED
<b>Yalmer Mattila Contracting, Inc.</b>	<b>\$ 1,794,849.64</b>	<b>Same 1 **</b>
Hebert Construction Company	\$ 1,970,584.75	Same 2
A. Lindberg & Sons, Inc.	\$ 2,133,425.62	Same 3
Lunda Construction Company	\$ 2,145,968.81	Same 4
Zenith Tech, Inc.	\$ 2,479,531.55	Same 5
Bacco Construction Company		
J. Slagter & Son Construction Co.		
C.A. Hull Co., Inc.		

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

45334A

Baraga County	47.87 %
State Restricted Trunkline Funds	52.13 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**Selection:** Low bid.

**New Project Identification:** Bridge replacement.

**Zip Code:** 49908.

92.	LETTING OF APRIL 01, 2005 PROPOSAL 0504034 PROJECT BRT 82022-49717 LOCAL AGRMT. 04-5560 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 30, 2005	ENG. EST. \$ 3,799,998.25     	LOW BID \$ 3,694,914.95   % OVER/UNDER EST.  -2.77 %
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Bridge removal and replacement with related approach work on Jefferson Avenue (S01 of 82-22-02) at Dequindre Cut in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Posen Construction, Inc.</b>	<b>\$ 3,694,914.95</b>	<b>Same 1 **</b>
E. C. Korneffel Co.	\$ 3,828,318.14	Same 2
Walter Toebe Construction Co.	\$ 3,879,129.33	Same 3
C.A. Hull Co., Inc.	\$ 3,921,620.05	Same 4
Dan's Excavating, Inc.	\$ 4,170,027.77	Same 5
J. Slagter & Son Construction Co.		

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

49717A	
City of Detroit	6.62 %
Federal Highway Administration Funds	78.64 %
State Restricted Trunkline Funds	14.74 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.



94. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504036  
 PROJECT STL 77081-75338  
 LOCAL AGRMT. 05-5055  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 20, 2005

ENG. EST. \$ 705,800.00 \$  
 LOW BID \$ 691,889.94  
 % OVER/UNDER EST. -1.97 %

0.26 mi of road reconstruction, including station grading, aggregate base, subbase, hot mix asphalt paving, concrete curb & gutter, sidewalks, storm sewer, sanitary sewer, water main, pavement marking, and slope restoration on North Street from M-19 to Clarence Street, city of Yale, St. Clair County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Ron Bretz Excavating, Inc.</b>	<b>\$ 691,889.94</b>	<b>Same</b>	<b>1 **</b>
Boddy Construction Company, Inc.	\$ 727,497.00	Same	2
Pamar Enterprises, Inc.	\$ 767,396.28	Same	3
Raymond Excavating Company	\$ 806,169.56	Same	4
Dan's Excavating, Inc.	\$ 878,837.30	Same	5
Teltow Contracting, Inc.			
John Carlo, Inc.			
Florence Cement Company			
Eastlund Concrete Construction			
Fisher Contracting Company			
L.J. Construction, Inc.			
M. L. Chartier Excavating, Inc.			
Zito Construction Co.			
ABC Paving Company			
Young's Environmental Cleanup, Inc.			
Marlette Excavating Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

75338A  
 Federal Highway Administration Funds 56.31 %  
 City of Yale 43.69 %

**Selection:** Low bid.

**Zip Code:** 48097.

95. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504037  
 PROJECT STE 44030-76827  
 LOCAL AGRMT. 04-5435  
 START DATE - 10 days after award  
 COMPLETION DATE - 90 calendar days

ENG. EST. \$ 325,014.00 \$  
 LOW BID \$ 366,916.35  
 % OVER/UNDER EST. 12.89 %

0.33 mi of streetscaping including brick pavers, sidewalks, decorative street lighting, landscaping and street furniture, watermain, storm sewer replacement and pavement rehabilitation on Water Street from 150 feet northeast to 620 feet southwest and on First Street from 350 feet southeast to 250 feet northwest, in the village of Columbiaville, Lapeer County.

BIDDER	AS-READ	AS-CHECKED	
<b>Heystek Contracting Inc.</b>	<b>\$ 366,916.35</b>	<b>Same</b>	<b>1 **</b>
D.L.F. Trucking, Inc.	\$ 391,425.84	Same	2
Champagne and Marx Excavating, Inc.	\$ 393,653.28	Same	3
Eastlund Concrete Construction	\$ 394,392.50	Same	4
Young's Environmental Cleanup, Inc.	\$ 397,340.55	Same	5
Rohde Brothers Excavating, Inc.	\$ 412,580.00	Same	6
Ron Bretz Excavating, Inc.	\$ 416,172.45	Same	7
Lois Kay Contracting Co.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Florence Cement Company			
Genoak Construction Company			
Saginaw Asphalt Paving Company			
L.J. Construction, Inc.			
Cadillac Asphalt, LLC.			
Zito Construction Co.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76827A

Village of Columbiaville	71.05 %
Federal Highway Administration Funds	28.95 %

**Selection:** Low bid.

**Zip Code:** 48421.



96. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504038 \$ ENG. EST. 512,116.57 \$ LOW BID 549,648.75  
 PROJECT STUL 62123-76822  
 LOCAL AGRMT. 05-5042 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 01, 2005 7.33 %

Approximately 0.80 mi of clearing, trenching, hot mix asphalt base crushing and shaping, earth excavation, culverts, aggregate base, hot mix asphalt paving, aggregate shoulders, riprap, concrete curb and gutter, slope restoration and pavement markings on Green Avenue from Lake Drive to M-82, in Newaygo County.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
<b>Wadel Stabilization, Inc.</b>	\$	<b>549,648.75</b>	<b>Same</b>	<b>1 **</b>
Hallack Contracting, Inc.	\$	584,160.96	Same	2
Nashville Construction Company	\$	802,290.39	Same	3
Milbocker and Sons, Inc.	\$	863,231.05	Same	4
Dykema Excavators, Inc.				
Brenner Excavating, Inc.				
Kamminga & Roodvoets, Inc.				
Rieth-Riley Construction Co., Inc.				
C & D Hughes, Inc.				
Bernie Johnson Trucking, Inc.				
Nagel Construction, Inc.				
CJ's Excavating Septic Service				

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76822A

Newaygo County	18.15 %
Federal Highway Administration Funds	81.85 %

**Selection:** Low bid.

**Zip Code:** 49412.

97. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504039 \$ ENG. EST. 169,840.69 \$ LOW BID 215,654.62  
 PROJECT STU 63459-75418  
 LOCAL AGRMT. 05-5068 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 30, 2005 26.97 %

0.43 mi of hot mix asphalt resurfacing, hot mix asphalt cold milling, aggregate shoulders, earthwork and culvert work on Freedom Road from Orchard Lake Road to Grand River Avenue in the city of Farmington Hills, Oakland County.

BIDDER		AS-READ	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	\$	<b>215,654.62</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$	215,712.04	Same	2
Barrett Paving Materials, Inc.	\$	217,830.80	Same	3
Ajax Paving Industries, Inc.	\$	241,722.23	Same	4
ABC Paving Company				
Pro-Line Asphalt Paving Corp.				

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

75418A

City of Farmington Hills	18.15 %
Federal Highway Administration Funds	81.85 %

**Selection:** Low bid.

**Zip Code:** 48336.

98.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504040	\$ 443,455.00	\$ <b>436,896.35</b>
	PROJECT STU 77475-56124		
	LOCAL AGRMT. 05-5067		% OVER/UNDER EST.
	START DATE - JUNE 15, 2005		
	COMPLETION DATE - AUGUST 10, 2005		-1.48 %

0.45 mi of hot mix asphalt surface removal, hot mix asphalt surfacing, earthwork, drainage work, and guardrail work on Vine Street from North Carney Drive to 286 feet east of 10th Street, in the city of St. Clair, St. Clair County.

BIDDER		AS-READ	AS-CHECKED	
<b>Florence Cement Company</b>	\$	<b>436,896.35</b>	<b>Same</b>	<b>1 **</b>
M. L. Chartier Excavating, Inc.	\$	449,970.25	Same	2
Teltow Contracting, Inc.	\$	454,004.42	Same	3
Peake Contracting, Inc.	\$	457,558.87	Same	4
Raymond Excavating Company	\$	461,359.41	Same	5
Pamar Enterprises, Inc.	\$	475,067.31	Same	6
Barrett Paving Materials, Inc.	\$	498,562.11	Same	7
John Carlo, Inc.	\$	535,711.30	Same	8
Pro-Line Asphalt Paving Corp.	\$	543,173.49	Same	9
ABC Paving Company				
Fisher Contracting Company				
Ajax Paving Industries, Inc.				
Eastlund Concrete Construction				

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56124A		
Federal Highway Administration Funds		81.85 %
City of St. Clair		18.15 %

**Selection:** Low bid.

**Zip Code:** 48079.

99.	LETTING OF APRIL 01, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504041	\$ 241,737.91	\$ 151,312.97
	PROJECT STH 03609-80540		
	LOCAL AGRMT. 04-5563		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2005		-37.41 %

0.3 mi of reconstruction including clearing, roadway grading, hot mix asphalt surface removal, aggregate base, hot mix asphalt surfacing, traffic control, pavement markings and restoration on Monroe Road from east of 39th Street to west of 36th Street, in Valley Township, Allegan County.

BIDDER	AS-READ	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 151,312.97</b>	<b>Same</b>	<b>1 **</b>
Brenner Excavating, Inc.	\$ 181,088.20	Same	2
Langlois & Sons Excavating, Inc.	\$ 197,316.80	Same	3
Southwestern Michigan Dust Control	\$ 213,733.35	Same	4
Triangle Excavators, Inc.	\$ 216,454.50	Same	5
Nashville Construction Company	\$ 234,817.50	Same	6
Workman Contractors, Inc.	\$ 234,924.55	Same	7
Kamminga & Roodvoets, Inc.	\$ 249,374.80	Same	8
Balkema Excavating, Inc.			
Nagel Construction, Inc.			
Peters Construction Co.			
Michigan Paving & Materials Co.			
Robert Bailey Contractors, Inc.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

80540A		
Allegan County		21.48 %
Federal Highway Administration Funds		78.52 %

**Selection:** Low bid.

**Zip Code:** 49010.

## REAL ESTATE

100.	LETTING OF APRIL 01, 2005		ENG. EST.	LOW BID
	PROPOSAL 0504001	\$	283,300.00	\$ <b>154,850.00</b>
	PROJECT NH 83033-34682B04, ETC			
	LOCAL AGRMT.			% OVER/UNDER EST.
	START DATE - 10 days after award			
	COMPLETION DATE - SEPTEMBER 01, 2005			-45.34 %

Demolition of department owned real estate in Wexford and Grand Traverse Counties.

BIDDER	AS-READ	AS-CHECKED	
<b>CRS/Shaw Contracting Co.</b>	<b>\$ 154,850.00</b>	<b>Same</b>	<b>1 **</b>
Pitsch Wrecking Company	\$ 155,700.00	\$ 156,450.00	n/c
S. A. Torello, Inc.	\$ 164,500.00	cannot total	n/c
Homrich, Inc.	\$ 198,000.00	Same	2
Elmer's Crane & Dozer, Inc.	\$ 199,285.00	Same	3
Rohde Brothers Excavating, Inc.	\$ 238,150.00	Same	4
Rieth-Riley Construction Co., Inc.	\$ 243,375.00	Same	5
North American Dismantling Corp.			
Adamo Demolition Company			

## 7 Bidders

**Purpose/Business Case:** The purpose of this demolition contract is to remove improvements from the properties which were acquired for the controlled limited access right of way project on US-131 and associated work.

**Benefit:** Demolition of some of the parcel improvements is needed to relocate a county road for this controlled limited access project. Other demolition of parcel improvements is needed to avoid potential liability from trespassers and potential health risk due to noncompliance with state and county codes.

**Funding Source:**

34682B04		
State Restricted Trunkline Funds	100	%
52691B01		
State Restricted Trunkline Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

**Risk Assessment:** Demolition of the improvements save maintenance costs and avoids potential future liability to MDOT.

**Cost Reduction:** Demolition of the improvements is needed to complete this job and will eliminate ongoing maintenance costs and liability costs to MDOT.

**Selection:** Low bid.

**New Project Identification:** This is a Real Estate Support Area demolition contract in the North Region.

**Zip Code:** 49633.

101. LETTING OF APRIL 01, 2005  
 PROPOSAL 0504052 \$ ENG. EST. 33,391.75 \$ LOW BID 27,451.00  
 PROJECT M 79031-45439B02  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 17, 2005 -17.79 %

Demolition of department owned real estate parcels in  
 Vassar, Tuscola County.

BIDDER		AS-READ	AS-CHECKED	
<b>Rohde Brothers Excavating, Inc.</b>	\$	<b>27,451.00</b>	<b>Same</b>	<b>1 **</b>
CRS/Shaw Contracting Co.	\$	29,757.00	Same	2
Marlette Excavating Company	\$	31,082.50	Same	3
Bourdow Trucking Company	\$	32,164.90	Same	4
Howell Contracting, Inc.	\$	34,735.56	Same	5
Fisher Contracting Company	\$	35,827.26	Same	6
Young's Environmental Cleanup, Inc	\$	42,069.75	Same	7
Pitsch Wrecking Company	\$	42,391.00	\$ 42,291.00	n/c
North American Dismantling Corp.	\$	44,052.00	Same	8

9 Bidders

**Purpose/Business Case:** Demolition of building improvements located on acquired State land. The property was acquired in accordance with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

**Benefit:** MDOT does not have the personnel or equipment necessary to conduct building demolition so it is more cost effective to contract this type of work.

**Funding Source:**

45439B02

State Restricted Trunkline Funds 100 %

**Commitment Level:** The successful bidder on this project is determined by low bid.

**Risk Assessment:** This project eliminates the need to spend money maintaining vacant building improvements. Some of the buildings have already been vandalized therefore, leaving the buildings in place creates unnecessary liability for MDOT.

**Cost Reduction:** Bid process was used to arrive at low bid. Once the improvements are removed maintenance will not be necessary.

**Selection:** Low bid.

**New Project Identification:** Building demolition is the last phase in the land acquisition process.

**Zip Code:** 48768.

## EXTRAS

102. **Extra 2005 - 47**

Control Section/Job Number: 63102-53060 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Mark 1 Restoration Co. of MI, Inc.  
1091 Victory Drive  
Howell, MI 48843

Designed By: MDOT

Engineer's Estimate: \$2,348,407.00

Description of Project:

8.16 mi of sound wall restoration including addition of weep holes, sawcutting, cleaning of brick, tuck pointing and storage of salvaged bricks, horticultural work, and miscellaneous related items on I-696 from Lahser Road easterly to I-75 along Service Drive in the cities of Huntington Woods, Oak Park, Ferndale, Southfield, Royal Oak, Pleasant Ridge, Lathrup Village, and charter township of Royal Oak in Oakland County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	March 16, 2004	
Original Contract Amount:	\$1,985,550.03	
Total of Overruns/Changes (Approved to Date):	38,674.25	+ 1.95%
Total of Extras/Adjustments (Approved to Date):	72,055.13	+ 3.63%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>106,239.00</u></b>	<b><u>+ 5.35%</u></b>
<b>Revised Total</b>	<b><u>\$2,202,518.41</u></b>	<b>+ 10.93%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.58% over the original budget for an **Authorized to Date Amount** of \$2,096,279.41.

Approval of this extra will place the authorized status of the contract 10.93% or \$216,968.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 5**

Joint Sealant Extra

44,266.25 Ft @ \$2.40/Ft

\$106,239.00**Total****\$106,239.00****Reason(s) for Extra(s)/Adjustment(s):**

The existing sound wall conditions were worse than anticipated during the design phase. The existing joint between the brick facing and the concrete cap was in poor condition. Two existing site conditions were apparently caused by original concrete forming work and were not evident until construction operations began and sawcutting of the existing joint commenced.

The first condition was the sloped underside of the concrete cap. This surface should have been flat but in many locations the surface was tilted from front to back. This was discovered after removing the existing brick in these locations. The tilted nature of this surface required a larger joint width at the face of the brick in order to maintain at least ½ inch minimum clearance in the newly sawed joint.

The second condition was an existing bow in the underside of the concrete cap. The underside was apparently not formed level during original construction operations. Sawcutting of the bowed concrete was required in order to form the proper joint. This remediation also required a larger joint width at the face of the brick.

These two conditions required extra width sawcutting and additional material placement. The additional material and labor costs justified the extra work item. The extra unit cost for Joint Sealant Extra was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The extra cost for materials was verified with local and non-local suppliers. The extra cost for labor was verified with national estimating guides and local competitive contractor sources.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 90.00%; State Restricted Trunkline, 9.36%; City of Oak Park, 0.13%; City of Royal Oak, 0.24%; City of Southfield, 0.27%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low-bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48073.

103. **Extra 2005 - 48**

Control Section/Job Number: 82122-45705A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: Consultant  
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 mi of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,103,338.74	+ 3.56%
Total of Extras/Adjustments (Approved to Date):	4,848,995.19	+ 8.14%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>10,000.00</u></b>	<b><u>+ 0.02%</u></b>
<b>Revised Total</b>	<b><u>\$66,542,424.78</u></b>	<b>+ 11.69%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.67% over the original budget for an **Authorized to Date Amount** of \$66,532,424.78.

Approval of this extra will place the authorized status of the contract 11.69% or \$6,962,333.93 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/2004
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/2004
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/2005
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/2005

Contract Modification Number(s): 80

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:



**CM 80**

Fence, Temp, Snow Fence

\$10,000.00**Total****\$10,000.00****Reason(s) for Extra(s)/Adjustment(s):****CM 80**

The plans depict replacement of the existing right of way fence along I-96. The plans also depict the placement of an asphalt maintenance strip under the new right of way fence. The fence was removed during construction operations and cold/wet weather prevented placement of the asphalt maintenance strip, which in turn delayed the subsequent placement of the new right of way fence. It was determined for safety reasons to place temporary fence along the I-96 right of way lane until the asphalt maintenance strip and permanent fence work can be done in the spring of 2005. The extra work item Fence, Temp, Snow Fence includes installation, maintenance, and removal of the temporary fence. The cost for Fence, Temp, Snow Fence was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The extra cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low-bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48223.

104. **Extra 2005 - 49**

Control Section/Job Number:	82192-53168A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Consultant	
Engineer's Estimate:	\$2,026,355.62	

Description of Project:

0.44 mi of reconstruction of pavement, curb and gutter, storm sewer and pavement markings on M-39 from Lafayette Street southerly to Porter Street in the city of Lincoln Park, Wayne County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 8, 2004	
Original Contract Amount:	\$2,081,568.70	
Total of Overruns/Changes (Approved to Date):	1,104.77	+ 0.05%
Total of Extras/Adjustments (Approved to Date):	122,373.75	+ 5.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>30,386.57</u></b>	<b>+ 1.46%</b>
<b>Revised Total</b>	<b><u>\$2,235,433.79</u></b>	<b>+ 7.39%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.93% over the original budget for an **Authorized to Date Amount** of \$2,205,047.22.

Approval of this extra will place the authorized status of the contract 7.39% or \$153,865.09 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7 r. 2, 10

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 7**

Force Account for Sand Removal		\$5,000.00
Force Account for Milling Pavement		5,836.96
Force Account for PH Control		5,877.83
Pavt Mrkg, Type R, 6 inch, Black, Temp	100.000 Ft @ \$2.78/Ft	278.00
Type C Damaged Light Replacement	48.000 Ea @ \$15.00/Ea	720.00
Force Account for SBC Conflicts		<u>1,798.78</u>
Total		<u>\$19,511.57</u>

**CM 10**

Fence, Chain Link, 60 inch	375.000 Ft @ \$29.00/Ft	<u>\$10,875.00</u>
Total		<u>\$10,875.00</u>

**Grand Total**

**\$30,386.57**

**Reason(s) for Extra(s)/Adjustment(s):**

## **CM 7**

The contractor was directed to change the typical cross section in several undercut and grade correction areas by adding a thicker layer of open graded drainage course. The additional drainage course section will provide more stability to the roadway section in these corrective areas. The sand subbase was already placed in several of these corrective areas and therefore had to be removed prior to placement of the additional drainage course. The extra cost for Force Account for Sand Removal is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to mill the existing pavement at each end of the project and at the back of new driveways. This milling work was necessary to provide the proper transition from existing pavement to new pavement, resulting in better ride quality. This work was omitted from the project plans, but was necessary for project completion. The extra cost for Force Account for Milling Pavement is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to treat, using PH control methods, the slurry generated from the process of diamond grinding concrete pavement. This specific work was not included in the original contract, but was required after discussions with the Michigan Department of Environmental Quality to minimize environmental impacts. The extra cost for Force Account for PH Control is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

One area of existing pavement markings was in conflict with the proposed traffic staging. The existing markings were covered with black tape to ensure proper traffic delineation and motorist safety. The extra cost for Pavt Mrkg, Type R, 6 inch, Black, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The price was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15.00 per light. The lights, on plastic drums, are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Type C Damaged Light Replacement, will reimburse the contractor for damaged lights at the maximum rate of \$15.00 per light, as the traffic control device unit cost was over \$15.00.

SBC adjusted a large vault structure on northbound M-39 after the contractor had prepared two lanes for paving. The structure was not determined to be in conflict until final road grading was complete. The area surrounding the adjusted structure required additional grading by the contractor. The affected material had to be removed, replaced and re-graded. The extra cost for Force Account for SBC Conflicts is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

## **CM 10**

A section of fencing on northbound M-39 near the railroad bridge was replaced. This section of fencing was in poor condition and was replaced for safety reasons. This new fencing will more appropriately delineate boundary areas. The replacement of the fence was not shown on the plans but was necessary for the safety of personnel in this area. The extra cost for Fence, Chain Link, 60 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The price was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 16.15%; City of Lincoln Park, 2.00%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low-bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48146.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director



**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

80009A

Macomb County	9.82 %
Federal Highway Administration Funds	59.04 %
State Restricted Trunkline Funds	11.76 %
City of Warren	19.38 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48092.

2.	LETTING OF APRIL 12, 2005	ENG. EST.	LOW BID
	PROPOSAL 0504601	\$ 3,965,869.40	\$ 3,961,888.83
	PROJECT IM 41027-54148-2, ETC		
	LOCAL AGRMT. 04-5432		% OVER/UNDER EST.
	START DATE - MAY 16, 2005		
	COMPLETION DATE - NOVEMBER 14, 2005		-0.10 %

Deck replacement, painting, pin and hanger, steel repair and substructure repairs on I-196 over Monroe Avenue, over Ottawa Avenue and Ramp A, the off ramp over US-131 Ionia Avenue and the off ramp over Danly Machine Building in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
<b>Midwest Bridge Company</b>	<b>\$ 3,961,888.83</b>	<b>Same</b>	<b>1 **</b>
C.A. Hull Co., Inc.	\$ 4,103,445.88	Same	2
Anlaan Corporation	\$ 3,793,862.93	Same	3
Walter Toebe Construction Co.	\$ 4,130,371.80	Same	4
Hardman Construction, Inc.	\$ 3,703,656.39	Same	5
L. W. Lamb, Inc.			
Milbocker and Sons, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
<b>Midwest Bridge Company</b>	<b>\$ 4,661,888.83</b>	<b>Same</b>	<b>1 **</b>
C.A. Hull Co., Inc.	\$ 4,833,045.88	Same	2
Anlaan Corporation	\$ 5,267,862.93	Same	3
Walter Toebe Construction Co.	\$ 5,370,371.80	Same	4
Hardman Construction, Inc.	\$ 5,603,656.39	Same	5
L. W. Lamb, Inc.			
Milbocker and Sons, Inc.			

5 Bidders

\* Denotes a non-standard contract/amendment

4/19/05

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NOTE: The ORIGINAL A+Lane Rental bid amount is used to determine the low bidder.

The ORIGINAL A bid amount reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

54148A

Federal Highway Administration Funds	90.00 %
City of Grand Rapids	1.15 %
State Restricted Trunkline Funds	8.85 %

55462A

Federal Highway Administration Funds	90.00 %
City of Grand Rapids	1.25 %
State Restricted Trunkline Funds	8.75 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49504.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director

